Ontario

Ontario Road Safety

Annual Report 2005

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Minister's Message

I am pleased to present Ontario's Road Safety Annual Report for 2005.

This report shows that Ontario continues to be a world leader in road safety, based on a comparison of fatality rates for all jurisdictions across Canada, the United States, and the 30 member countries of the Organization for Economic Co-operation and Development (OECD). In 2005, the number of fatalities on Ontario's roads declined for a third year in a row, from 799 in 2004, to a new record low of 766 in 2005, the lowest number of fatalities since 1948. This is encouraging as there are more motor vehicles registered in this province than ever before.

Highlights from 2005 include:

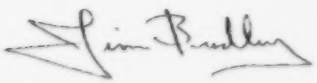
- Fewer fatalities and injuries overall
- Fewer fatalities and injuries from drinking and driving-related collisions
- Fewer fatalities involving large trucks
- Fewer fatalities in collisions involving wild animals

Ontario's road safety achievements are the result of a collaborative effort involving the provincial government, municipalities, police services, the public health sector, road safety stakeholders, and communities across Ontario to educate Ontarians and enforce our traffic laws. Together, we work to continuously improve driver behaviour, protect pedestrians, enhance vehicle fitness, and increase infrastructure safety for everyone living in or visiting this province.

With the passage of the *Transportation Statute Law Amendment Act, 2005* (Bill 169) on November 21, 2005, Ontario took steps to address key road safety issues in this province by targeting the worst drivers on our roads and introducing new measures to ease traffic congestion and increase ridership on public transit.

I believe we are making a positive difference for this province and look forward to even better results in the future. As you read through the 2005 report, I am sure you, too, will share my pride in Ontario's road safety record.

Yours sincerely,



Jim Bradley

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Foreword

Foreword

Ontario Road Safety Annual Report 2005

What is the Ontario Road Safety Annual Report (ORSAR)?

The Ontario Road Safety Annual Report (ORSAR) is a comprehensive yearly review of road safety figures and statistics for the Province of Ontario. The information helps the Ministry of Transportation (MTO) track long-term and emerging road safety trends, particularly those involving:

- Fatalities and injuries among drivers, passengers and pedestrians
- Collision rates
- Collisions involving drinking and driving, speeding, novice and senior drivers, large trucks, etc.

The report is compiled from information contained in motor vehicle collision reporting forms filled out by police officers across Ontario, along with information from the Office of the Chief Coroner, Transport Canada and other ministries and agencies within the Government of Ontario. Road safety statistics have been collected in Ontario since 1931.

The statistics provide the Ministry of Transportation with an overview of the safety of Ontario's roads for each year. Comparing Ontario's road safety figures with those from other jurisdictions with a similar population and traffic mix, particularly other North American jurisdictions, helps the ministry distinguish between short-term fluctuations, long-term trends, and new and emerging road safety concerns. Being able to identify road safety issues as they develop helps the ministry and its partners to respond more quickly and effectively, increasing the safety and efficiency of Ontario's roads.

Road safety is an issue that impacts all facets of life in Ontario. Its direct impacts are in the human and economic costs of road deaths and injuries. Indirect impacts are through collision-related road delays and closures that affect our quality of life, the productivity of Ontario's businesses and the health of our natural environment. That is why the Ministry of Transportation works to improve road safety and reduce the number of preventable deaths and injuries on our roads with direct action through legislative initiatives such as the Transportation Statute Law Amendment Act, 2005, as well as through increased funding to improve bridges, highways and for public transit services across Ontario to reduce congestion. As the results of ORSAR 2005 show, transportation planning, highway management, road safety programs, legislation, public education and enforcement all play an integral role in making Ontario's roads among the safest in the world.

Key Road Safety Findings for Ontario in 2005

Ontario measures road safety by comparing the number of motor vehicle collision-related fatalities for every 10,000 licensed drivers in the province with the number from previous years. This allows for a comparison of Ontario's results against those of other jurisdictions, as the number of traffic fatalities and number of licensed drivers in most North American and European jurisdictions are relatively easy to obtain. MTO has been reporting the road fatality rate per 10,000 drivers annually for 20 years.

While the fatality rate per 100 million kilometres driven is also a valid measure, the number of kilometres driven in a specific jurisdiction is much more difficult to obtain. Jurisdictions use different methods to estimate the number of kilometres driven (e.g., traffic volumes on major highways or various survey methods). As a result, making a comparison of a fatality rate based on 100 million kilometres driven is more unreliable than making comparisons using the number of licensed drivers.

In 2005, the fatality rate per 10,000 licensed drivers in Ontario was 0.87, down five per cent from 0.92 in 2004. Ontario's fatality rate per 100 million km also declined, from 0.66 in 2004 to 0.61 in 2005, a drop of more than six per cent. These figures represent the lowest rates ever recorded in Ontario.

In 2005, Ontario remained a road safety leader in North America based on its fatality rate per 10,000 licensed drivers. Ontario trails only the Northwest Territories (NWT) – a jurisdiction with a small population and large year-to-year fluctuations in its fatality rate, in North American fatality rate rankings. The population of NWT is less than 50,000, and the number of licensed drivers is about 276 times smaller than Ontario's. The number of traffic fatalities in NWT dropped from 3 in 2004 to 2 in 2005, for a fatality rate per 10,000 licensed drivers of 0.63.

Based on the fatality rate per 10,000 licensed drivers in 2005, the safety of Ontario's roads ranked well ahead of that of our neighbouring jurisdictions of New York State (9th), Quebec (13th), Michigan (17th), and Ohio (23rd).

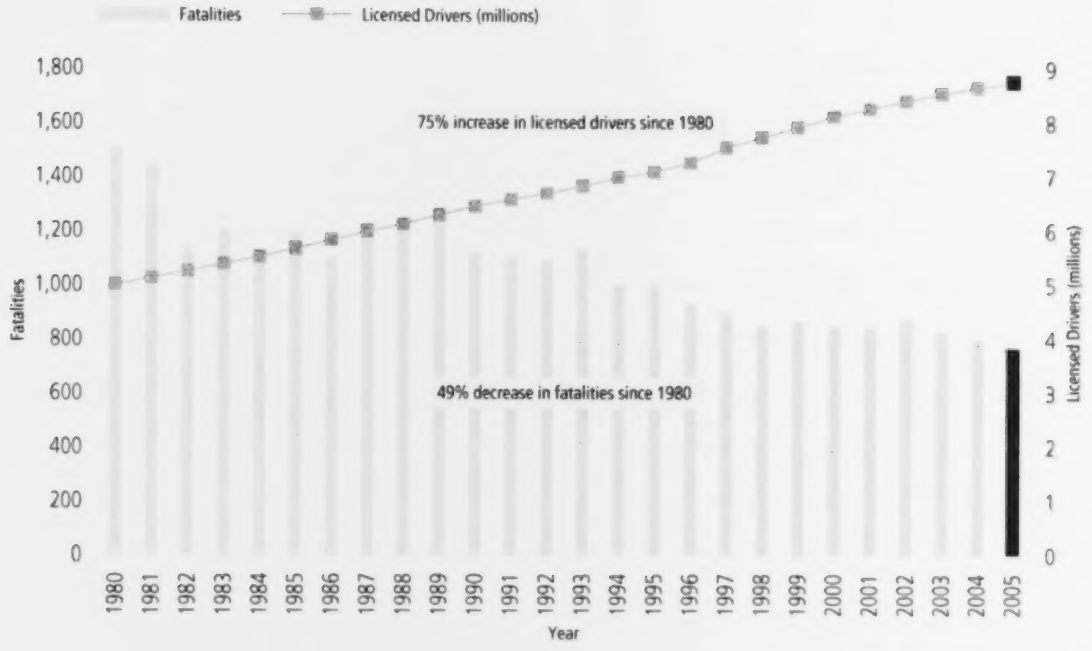
In 2005, the number of fatalities on Ontario roads declined for a third year in a row, from 799 in 2004, to a new record low of 766 in 2005. The number of minor injuries from motor vehicle-related collisions also continued to fall, from 29,918 in 2004 to 29,518 in 2005, while the number of major injuries in collisions rose by 54, from 3,565 in 2004 to 3,619 in 2005. Meanwhile, the number of fatalities involving drinking and driving decreased from 192 in 2004 to 174 in 2005, a decrease of almost 10 per cent.

In spite of the small increase in the number of major injuries, the results of ORSAR 2005 are positive overall and demonstrate that Ontario's continued emphasis on improving road safety is paying dividends with fewer deaths and injuries on our roads. Safer roads mean reducing the pain and suffering caused every day by motor vehicle collisions that were preventable. Ontarians benefit directly through an improved quality of life and reduced associated financial costs of motor vehicle collisions, particularly in terms of the cost to our health care system and lost productivity due to traffic congestion and delays.

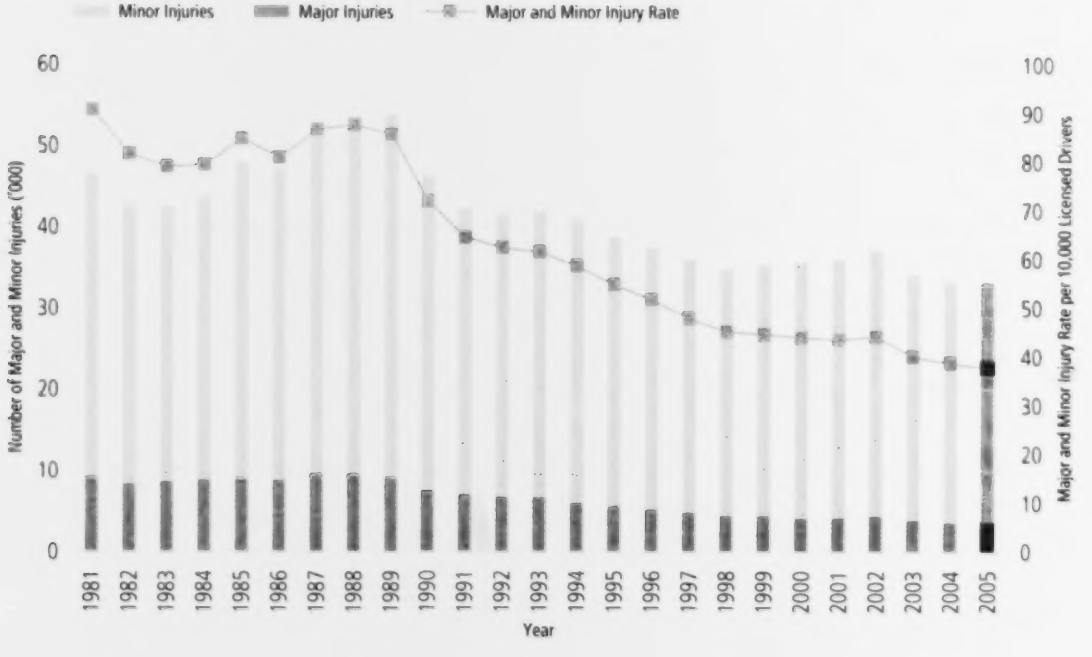
Road Safety in Ontario: By the Numbers

Category	2005	2004
Fatality Rate	0.87	0.92
Fatality per 100 million km	0.61	0.66
Number of Licensed Drivers	8,762,210	8,655,597
Number of Motor Vehicles	7,854,228	7,698,416
Number of Fatalities	766	799
Number of Major Injuries	3,619	3,565
Number of Minor Injuries	29,518	29,918
Number of Fatalities Involving Drinking and Driving	174	192

Number of Fatalities and Licensed Drivers: 1980–2005



Number and Rate of Major and Minor Injuries: 1981–2005


Minor Injuries
Major Injuries
Major and Minor Injury Rate
Number of Major and Minor Injuries ('000)
Major and Minor Injury Rate per 10,000 Licensed Drivers
Year

Improving Road Safety for All Ontarians

In 2005, almost half of all motor vehicle-related fatalities in Ontario involved drivers who were speeding or lost control of the vehicle.

While the total number of fatalities on Ontario's roads fell for a third consecutive year in 2005, the number of fatalities that involved speeding or losing control of a motor vehicle rose from 345 in 2004 to 366 in 2005, an increase of about six per cent. We also saw a small but disturbing increase in the number of fatalities among pedestrians – from 104 in 2004 to 105 in 2005.

There is encouraging news about young drivers, who are traditionally over-represented in traffic crashes. The number of fatalities among drivers aged 16–19 decreased by 7, from 38 in 2004 to 31 in 2005, and the number of injuries decreased from 3,140 in 2004 to 3,077 in 2005.

Collisions involving speeding, pedestrians and young drivers are a perennial concern for the Ministry of Transportation and its road safety partners. The success that Ontario has had in reducing motor vehicle-related fatalities and injuries in recent years demonstrates that our commitment to improving road safety is making Ontario's roads safer. At the same time, the results of ORSAR 2005 also clearly show that more needs to be done to improve road safety.

ORSAR 2005 also shows the considerable progress Ontario has made towards meeting our commitments under Canada's Road Safety Vision (RSV) 2010, which sets a national target of a 30 per cent decrease in the average number of road users killed or seriously injured during the 2008–2010 period when compared with the baseline period of 1996–2001 average figures.

The Transportation Statute Law Amendment Act, 2005

With the passage of the Transportation Statute Law Amendment Act, 2005 on November 21, 2005, Ontario took steps to address key road safety issues in this province by targeting the worst drivers on our roads and by introducing new measures to ease traffic congestion and increase ridership on public transportation.

Targeting the Worst Offenders on Our Roads

In 2005, almost half of all motor vehicle-related fatalities in Ontario involved drivers who were speeding or lost control of their vehicle. Research into the causes of motor vehicle collisions indicate that drivers who speed are more likely to kill or injure someone – and the faster someone drives, the greater the chance that they will cause a serious collision. Drivers who drive 30 kilometres per hour (km/h) over the posted speed limit are six times more likely to kill or injure someone while driving than a driver travelling at the speed limit. Drivers speeding 50 km/h or more over the limit are 10 times more likely to cause a collision that kills or injures someone. The evidence is clear – speeding kills.

"Anything we can do to deal with speeding will make our roads safer."

The provisions of the Transportation Statute Law Amendment Act, 2005, are aimed at increasing road safety by introducing measures that improve driver behaviour. Under the Act, the ministry has raised the fines for drivers convicted of speeding 30–34 km/h over the limit, and introduced longer licence suspensions for repeat offenders caught speeding 50 km/h or more over the posted limit. These measures, which took effect March 31, 2006, also added demerit points to the sanctions for drivers convicted of using speed measuring warning devices (radar detectors), doubled the fines for drivers

who speed in construction zones and made it an offence for a driver to disobey a traffic control sign indicating that drivers should stop or slow down when travelling through construction zones or areas where road work is taking place.

"We support this action to protect the safety of our road workers... we believe it will save lives."

To help municipalities better manage the speed limits on their roads, the Act includes a provision that gives all municipalities the authority to set the speed limit at 30 km/h where traffic calming measures are in place.

Ontario's past experience shows us that tougher sanctions for traffic offences work – every time we tighten our road safety laws, we get results. Increased fines and sanctions, along with legislative initiatives like giving municipalities the authority to set lower speed limits in construction zones on municipal roads, are aimed at reducing the more than 10,000 collisions that occurred in construction zones between 2001 and 2005, which resulted in the deaths of 33 people.

The Act amended the Highway Traffic Act to make it a provincial offence to pick up passengers for compensation using vehicles that carry less than 10 passengers without:

- a municipal taxi licence, where such a licence is required
- a permit from an airport or airport authority, where such a permit is required
- authorization under a federal regulation
- a public vehicle operating licence.

The offence applies to any person involved in the business of providing a for-hire transportation service without the required licences or permits (e.g., drivers, arrangers of for-hire transportation services and owners of the vehicles).

The penalty for drivers, arrangers and owners is a fine upon conviction ranging from $300 to $20,000. If the fine is not paid, a driver's licence suspension (for drivers and arrangers) or plate denial upon annual/biennial renewal (for owners) also applies.

The illegal taxi provisions came into effect on January 1, 2006.

Improving Safety on Local Roads

Everyone can relate to the story of a driver who did not stop or "nearly" ran them down at a crosswalk or intersection. Between 2001 and 2005, the Ministry of Transportation estimates that more than 15,500 pedestrians were killed or injured while crossing the street – many while crossing at traffic lights, crosswalks or school crossings. In 2005, 36 per cent of pedestrian fatalities occurred at, or near, intersections. As with speeding, drivers who fail to stop for pedestrians at crosswalks and school crossings or fail to yield the right-of-way to pedestrians crossing at intersections are a serious problem on our roads.

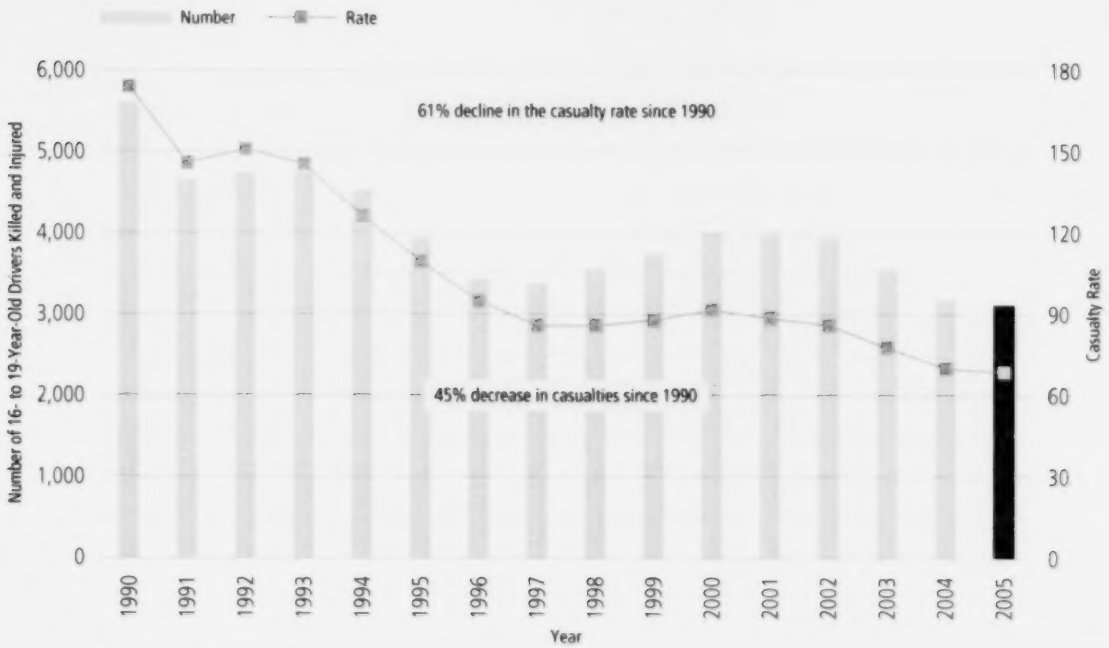
That is why the Transportation Statute Law Amendment Act, 2005, clarified the requirements for drivers to stop and wait for pedestrians and crossing guards at intersections, pedestrian crosswalks and school crossings. The fines for drivers who fail to stop or yield the right-of-way to pedestrians were increased, as were the number of demerit points assigned to a driver convicted of these offences. While the increased fines (which rose from $60 to a minimum of $150 and a maximum of $500 – doubled if the offence occurred in a community safety zone) are meant to act as a deterrent and impress upon drivers the severity of these offences, the increased demerit points will help the ministry identify and track these drivers. Ministry staff can initiate remedial measures to improve the drivers' behaviour before their careless driving results in a tragedy.

Strengthening Driver Education and Improving Safety for Young Drivers

Ontario is the largest and one of the fastest-growing provinces in Canada. In 2005, there were nearly nine million licensed drivers in Ontario and just under eight million registered motor vehicles. In 2005 alone, our driving population increased by more than 100,000 drivers, many of who were licensed to drive for the very first time. Overall, Ontario's driving population has increased by more than 75 per cent since 1980 and the rate of increase shows no signs of slowing any time in the near future. The increasing number of licensed passenger car drivers and the complexity of Ontario's traffic mix make it more important than ever to ensure that all drivers on our roads have the skills and experience necessary to drive safely.

In 1994, Ontario was the first jurisdiction in North America to introduce a comprehensive Graduated Licensing System (GLS) to address the high rate of motor vehicle collision-related fatalities and injuries among novice drivers. These drivers, particularly young novice drivers between the ages of 16 to 19 years, face the greatest risk of death or injury on Ontario's roads. GLS was introduced to reduce this risk by increasing the restrictions on inexperienced drivers when they first receive a novice driver's licence, and gradually easing these restrictions as new drivers demonstrate, through driver testing, that they have the skills and experience to drive safely. Since GLS was introduced in 1994, the number of drivers aged 16 to 19 killed in motor vehicle collisions has fallen by 24.4 per cent, while the number of injuries among young drivers has fallen by 21.2 per cent over the 1995–2005 period.

Number and Rate* of 16- to 19-Year-Old Drivers Killed and Injured: 1990–2005



* number of injuries and fatalities per 10,000 licensed drivers

Driver testing alone cannot entirely eliminate the risk novice drivers face when they first begin driving. An Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004, included a provision that empowered the Ministry to make regulations restricting both the number of teenaged (or younger) passengers a teenaged driver may carry in a motor vehicle and at what times. This regulation, which took effect September 1, 2005, prohibits drivers between the ages of 16 and 19 from carrying more than one young passenger in a motor vehicle driven between midnight and 5:00 am during the first six months that they hold a G2 licence.

After six months, and until the driver earns a full G licence or turns 20, a teenage G2 driver may carry a maximum of three passengers aged 19 or younger in a motor vehicle. This regulation is intended to address the alarming fact that drivers between the ages of 16 and 19 are three times more likely to be involved in a collision if there are other teens in the vehicle than when they are carrying older passengers. There are 31 jurisdictions across North America that have some form of passenger restriction for teen drivers in place.

GLS is only one area where the Ministry of Transportation is making improvements that will better manage young drivers' collision risk and further reduce the number of fatalities and injuries among young drivers. Since 2004, the Ministry of Transportation has been actively reviewing Ontario's driving school industry. It is essential that Ontario's driving schools meet the highest standards to ensure that new drivers are taught the skills they need to drive safely.

Under the Transportation Statute Law Amendment Act, 2005, the Ministry of Transportation has the authority to regulate and enforce standards for Beginner Driver Education programs in Ontario. The Act also gives the ministry the power to deal effectively with driving schools that fail to comply with the ministry's standards. Consultations with stakeholders on this issue began in early 2006.

Improving beginner driver education, limiting young drivers' collision risk, along with continued public education in partnership with road safety groups across Ontario and through ministry-sponsored programs such as iDRIVE – all play a role in improving driver safety and reducing collisions among young drivers in this province. Looking towards the future, the ministry expects these initiatives will ensure that the number of fatalities and injuries among young drivers continues its downward progression.

Improving Safety for Communities Across Ontario

The primary focus of the road safety initiatives in the Transportation Statute Law Amendment Act, 2005, is on improving public transit and making our roads safer into the 21st century. Transit use takes cars off the road, makes our roads and highways more efficient and is good for our communities and the environment – protecting our quality of life and creating a safer transportation network for all.

The Act also brought forward measures to allow drivers in Northern Ontario to use studded tires – a joint initiative of the Ministries of Transportation and Northern Development and Mines. It also contained measures to improve the daily inspection requirements for commercial vehicles and created a new offence for any part or other debris that detaches from any vehicle on our roads.

Under the provisions of the Act, police are able to charge mechanics and trucking company operators, as well as drivers, if a part comes off a vehicle. Since debris can come from any vehicle, this new offence also applies to passenger vehicles.

Improving the Efficiency of Public Transit and Reducing Traffic Congestion

Ensuring the safety of the people who travel on our roads begins with the design, construction and upkeep of our transportation infrastructure. It means planning for the future to ensure issues that can have a negative impact on driver behaviour, like overcrowded roads and traffic delays, are properly managed, including ensuring that Ontario's municipalities and regions have strong and efficient public transit systems.

It is about viewing road safety in the context of the health and prosperity of communities as a whole.

The Transportation Statute Law Amendment Act, 2005, placed equal emphasis on legislative initiatives that would support public transit and improve commuters' driving experience, including:

- Bus Bypass Shoulders to allow transit buses to utilize designated right shoulders to bypass traffic congestion on specific bus routes
- Authorization for police to enforce the proper use of Bus Bypass Shoulders
- High Occupancy Vehicle (HOV) lanes.

Ontario's first HOV lanes opened in December 2005 on southbound Highway 404 between Highway 7 and the 401, and on Highway 403 in both directions between Highways 407 and 401, have been successful in encouraging carpooling and taking transit. One month after opening the HOV lanes on both highways exceeded the forecasted traffic volume. The Highway 404 HOV lane carried about 900 vehicles per hour in the morning rush and the Highway 403 HOV lanes – both eastbound and westbound – carried just over 650 vehicles per hour.

Under the Act, the Ministry of Transportation also has new powers to better manage our highways by making it possible for police to clear and reopen highways faster after collisions or spills. The ministry estimates that 60 per cent of all traffic delays on Ontario's urban highways are caused by collisions, spills or other road debris. Meanwhile, the cost of highway closures can run as high as $600,000 an hour in lost productivity and higher shipping costs. And, there is no way to measure the frustration and lost time from family activities experienced by hundreds of thousands of commuters across Ontario every day.

Getting traffic moving again faster after a collision or a spill also helps to reduce the incidences of speeding and aggressive driving that are often observed as drivers try to make up time lost due to delays.

"Faster highway clearance means fewer secondary collisions."

Throughout 2005, Ministry of Transportation staff worked to ensure that the supporting regulations and implementation plans for these measures were in place. By doing so, Ontario was positioned to move forward with measures that address speeding, pedestrian safety and improved transit and commute times. The majority of the initiatives passed into law under the Transportation Statute Law Amendment Act, 2005, took effect on, or by, March 31, 2006. Looking ahead into 2006 and 2007, the Ministry of Transportation will continue to launch the outstanding items introduced in the Transportation Statute Law Amendment Act, 2005. Priority items include:

- Pilot tests of new electric vehicle types, such as power-assisted bicycles, Segways and low-speed vehicles
- New data collection methods to improve the ministry's transportation planning activities
- New planning and expropriation policies to provide for future public transit along major transportation corridors

The Ministry of Transportation anticipates real, measurable improvements to the safety of Ontario's roads and quality of life.

A Transportation Network for the 21st Century

Ontario depends on its transportation network for its economic success and the high quality of life that Ontarians enjoy. Ontario's 2005/06 investment in highway infrastructure projects was more than $1.3 billion.

"Roadway snarls in and around Toronto alone are costing Canadian companies a minimum of $2 billion annually in lost sales and productivity. Nationally, the shortage of new roads and well-maintained existing roads could be worth nearly $8 billion a year."

Improving Public Transit and Increasing Transit Ridership

Ontario is committed to creating a culture of public transit use in our province. Improving public transit is one of the Ministry of Transportation's key mandates, along with improving road safety. These two goals are complementary as research shows that reducing the vehicle population on our roads not only improves our natural environment and air quality but improves the driving environment as well. The equation is simple: fewer cars mean less congestion and fewer collisions – using mass transit is a lot safer than cars.

In 2005, the Ministry of Transportation continued to increase investments in public transit. MTO invested nearly $1.7 billion in public transit in 2005/06 – a 137 per cent increase over transit funding in 2004/05. These increased investments include approximately $231 million to improve and expand GO Transit services, and $232 million in dedicated Gas Tax Funding to municipalities across Ontario. By 2010, the province will have provided $1.6 billion in gas tax funding to Ontario municipalities.

Investments in 2005/06 supported several GO Transit service improvements, including:

- Addition of over 2,500 new parking spaces at GO Transit train stations
- Opening of two new train stations: Kennedy (June 2005) and Milliken (September 2005)
- Opening of new Square One GO Bus Terminal (December 2005)
- Placing order for 20 additional bi-level railcars (January 2006)
- Placing order for 31 highway buses (January 2006)
- Placing order for 27 new, more powerful, fuel-efficient locomotives (July 2005)
- Addition of a fourth morning and afternoon train on the Bradford corridor (October 2005)
- Addition of more bus trips on many bus services, especially on the Highway 407 service

Investments in 2005/06 also supported improvements to local municipal transit, including:

- Service improvements to 45 off-peak routes, increased night-time and off-peak service and increased renewal of bus fleets, subway cars and streetcar infrastructure maintenance in Toronto
- 72 new fully accessible buses and increased transit service in Mississauga
- New transit buses and a new bus garage in Ottawa
- New bus routes to the west side of Windsor and parts of LaSalle
- New Sunday transit service to outlying communities in Sudbury

In 2006, Ontario created the Greater Toronto Transportation Authority (GTTA) to work with Greater Toronto Area municipalities and Hamilton to create a seamless and more convenient transportation network for the 1.4 million daily transit trips that take place across the region.

"The provincial gas tax program for public transit has been instrumental in helping Ontario's transit systems rebuild their infrastructure and expand to serve a rapidly growing demand. Already, the results are showing in terms of improved service and ridership growth. I look forward to ongoing implementation of this program to the full two cents per litre, and am convinced that the economic, environmental and social benefits represent an excellent return on investment."

Managing the Province's Highways

The Ministry of Transportation is responsible for managing a transportation network spanning over 16,500 km of highways, more than 2,800 bridges, 29 remote airports and eight ferry services, all of which provide vital transportation services to communities across our province. Maintaining the good condition of our existing transportation infrastructure and the safety and efficiency of one of North America's largest highway networks is an ongoing challenge for the Ministry of Transportation and the Government of Ontario as a whole.

Several corridor planning studies and environmental assessments (EAs) were initiated or advanced in 2005 to plan for a future multi-modal transportation system. These studies were designed to support the transportation goals and objectives, and the projected growth in population and employment, outlined in the Growth Plan for the Greater Golden Horseshoe.

Studies included Environmental Assessments for the Niagara to Greater Toronto Area (GTA) Corridor, the 427 Extension and the 407 East projects. Terms of Reference are required under the Ontario Environmental Assessment Act and must be approved by the Minister of the Environment prior to commencing corridor planning studies. Terms of Reference outline a process for evaluating and selecting multi-modal transportation improvements to address the identified transportation problems and opportunities within the respective study areas. The development of each Terms of Reference required extensive consultation with a range of affected stakeholders including municipalities, regulatory agencies, First Nations and the general public.

In 2005, the province announced ReNew Ontario, a five-year plan to increase government investment in public infrastructure by more than $30 billion by 2010, including:

- $3.4 billion over five years to improve and expand Southern Ontario's highways, including 130 km of new highways, 64 new bridges and repairing 1,600 km of highways and 200 bridges
- $1.8 billion over five years to improve and expand Ontario's highway system in Northern Ontario in partnership with the Ministry of Northern Development and Mines, including:
  - $1.1 billion for repairs and improvements to nearly 200 bridges and 2,000 km of highways
  - $700 million to expand Northern Ontario's highway system and accelerate the targeted completion of the four-laning projects on Highway 69 near Estaire and Highway 11 from Emsdale to Katrine.

That same year, MTO improved traffic flow and safety, through public infrastructure projects such as:

- Widening of Highway 401 in Ajax
- Six-laning of Highway 401, near Port Hope
- Six-laning of Highway 401, near Tilbury – including contributions from the federal government through the Strategic Highway Infrastructure Program
- Constructing passing lanes on Highway 69, south of French River
- Adding truck climbing lanes on Highway 11, east of Thunder Bay

- Numerous operational improvements to provincial highways throughout Ontario, (i.e., interchange replacements, intersection improvements, and highway lighting and median barrier improvements).

These record investments in Ontario's highway infrastructure, and others noted earlier, will improve safety, traffic flow, commute times and access to resources for Ontarians throughout the province. They will also improve trade and make our businesses more competitive, particularly in the North, by saving drivers' time and creating over 10,000 jobs throughout the lifetime of these projects.

Driver Licensing and Vehicle Fraud

Ensuring the integrity of the Ontario driver licensing system is a key priority for the Ministry of Transportation. In February 2005, the Highway Traffic Act was amended to expand provisions against fraud. It is now an offence to make a false statement or provide inaccurate information in an application, affidavit or document required under the HTA, regardless of whether the document is paper or electronic. The fine range upon conviction was expanded significantly to $400 to $5,000 from the previous range of $100 to $500. Imitation licences were also added to the offence of having or displaying a fictitious, altered or fraudulently obtained driver's licence. The fine range upon conviction was expanded substantially to $400 to $50,000 from the previous range of $60 to $500. The legislation received Royal Assent in November 2005.

Improving Security and Efficiency at Ontario's International Border Crossings

The nature of Ontario's export-driven economy makes the safety, security and efficiency of our international border crossings a critical issue for both the province and this ministry. Our highways and border crossings are vital to sustaining and supporting economic growth by carrying goods to market and large values of trade to the U.S. Every day, more than $700 million in goods crosses the Ontario-U.S. border by highway.

The Windsor-Essex Gateway is this province's most essential trade corridor for goods moving between Ontario and the United States. More than 40 per cent of this province's trade crosses the border in Windsor-Essex each year and delays along this corridor or any of our major international border crossings can cost businesses in Ontario billions of dollars each year.

Ontario is working with our U.S. and Canadian partners to develop bi-national transportation strategies at the Windsor-Detroit and Niagara frontiers. Canada, Ontario, Michigan and the U.S. federal government have partnered to undertake a coordinated Environmental Assessment process for additional international crossing capacity at the Windsor-Detroit Gateway. The initiative is proceeding on schedule. The ministry is partnering with the federal government and other stakeholders to invest over $800 million in highways and roads to support trade with its biggest trading partner.

These investments include:

- Sarnia-Point Edward: $115 million (Ontario: $56.5 million)
- Niagara Frontier: $207.5 million (Ontario: $75.5 million)
- Windsor: $424.9 million (Ontario: $212.4 million)
- Sault Ste Marie: $15.1 million (Ontario: $5.6 million).

Other improved border crossings initiatives include:

- Rehabilitation of the Baudette/Rainy River International Bridge on Highway 11
- Overhead pedestrian bridge at Huron Church Road in Windsor

- Border crossing improvement projects, currently in the planning stages (i.e., improving the Tunnel Plaza, constructing a below-grade crossing at Howard Avenue, and widening Manning Road).

Along with the federal government, MTO is developing an Action Plan for an Intelligent Border Crossing to apply innovative technology at Ontario's border crossings, such as:

- Queue end monitoring and warning systems (on Highway 402 in Sarnia)
- Traffic management systems (traffic cameras on Highway 3 and at the Windsor-Detroit Tunnel)
- Smart border technology, such as cameras and electronic message boards to improve traffic management along the approaches to the Blue Water Bridge
- Traveller information systems
- Commercial vehicle and passenger car pre-screening systems
- Electronic toll payment
- Hazardous goods/oversize/overweight load tracking systems.

The investments the ministry is making in safety, security and efficiency at Ontario's borders, in partnership with the Government of Canada and the Great Lakes states, will benefit Ontario's communities and businesses by reducing shipping times and lowering costs.

Meeting Ontario's Road Safety Challenges

Drinking and Driving

Number and Rate* of Drinking Driver Fatalities: 1980–2005

* number of drinking driver fatalities per 10,000 licensed drivers

The number of drinking and driving fatalities in Ontario continued to decline, from 192 in 2004 to 174 in 2005. This decline is further evidence that the anti-drinking and driving measures that Ontario has enacted over the last 10 years have had a positive and lasting impact on the incidence of drinking and driving on the province's roads. Since 1996, the number of drinking and driving fatalities on our roads has declined by 25 per cent. Ontario has also seen significant reductions – in the range of 25 to 45 per cent – in the total number of drinking and driving-related collisions in this same time period.

Ontario's drinking and driving fatality rate was among the lowest in North America and our impaired driving offence rate was the lowest in Canada for the second consecutive year.

Half the provinces saw decreases in their rates of impaired driving. The rate in Ontario, which decreased 4 per cent in 2005, was the lowest among the provinces.

The Ministry of Transportation, our partners in the Government of Ontario – particularly the Ministries of the Attorney General, Community Safety and Correctional Services, Health Promotion and Health and Long-Term Care – Ontario's police services, public health units and road safety groups across Ontario can and should be proud of the accomplishment represented by these statistics. Nevertheless, the Ministry of Transportation recognizes that, to achieve further reductions in the number of drinking drivers, fatalities and injuries, we need to pursue new and innovative strategies to reach the individuals and groups that still are not getting the message that there is absolutely no place for drinking and driving on Ontario's roads.

In response, the Ministry of Transportation initiated a comprehensive multi-year review of all drinking and driving-related legislation that falls under provincial jurisdiction. This review focuses on three areas:

- Measures to discourage first-time drinking drivers from becoming repeat offenders
- Tracking drinking drivers who blow in the "warn" range, between 0.05 and 0.08 Blood Alcohol Concentration (BAC)
- Measures that target repeat and serious drinking and driving offenders.

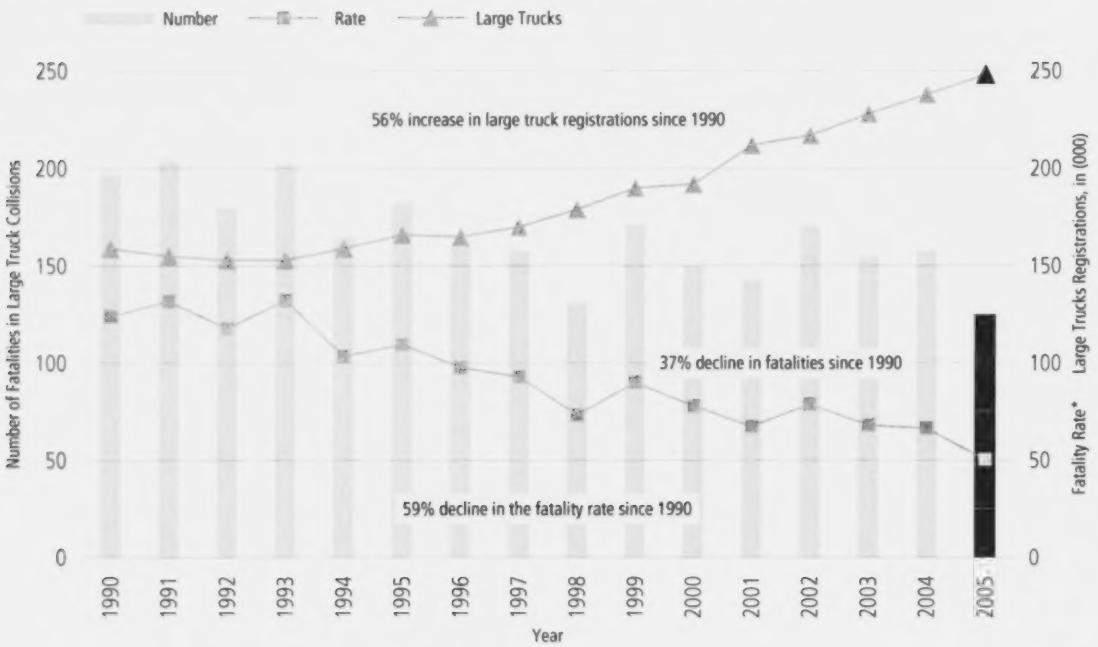
MTO continued to strongly support and actively participate in anti-drinking and driving public education campaigns and events throughout 2005, including Ontario's annual Reduce Impaired Driving Everywhere (RIDE) campaigns, the Mothers Against Drunk Driving Red Ribbon campaign, and the Ontario Community Council on Impaired Driving's Fall/Winter 2005 "Shut Out Impaired Driving" campaign, targeting sports fans coming home from the game with posters and drink coasters in bars and restaurants.

The ministry also continued to roll out the iDRIVE program to schools and health units across Ontario. This program, which won a Public Awareness and Consumer Education Award from the American Association of Motor Vehicle Administrators in 2005, raises awareness among young drivers of the risks and consequences of drinking and driving, speeding and other unsafe driving behaviour. To date, more than 3,500 copies of the program have been distributed across the province.

The Ministry of Transportation is committed to protecting Ontarians from drunk drivers. Together with our road safety partners, we continue to work diligently to stop drinking and driving on our roads.

Large Trucks

Number and Rate* of Fatalities in Large Truck Crashes; Large Truck Registrations: 1990–2005



* number of fatalities per 100,000 large trucks

In 2005, the number of fatalities involving large trucks on our roads declined by more than 20 per cent from 158 in 2004 to 125. The fatality rate per 100,000 large truck registrations also fell by almost 25 per cent from the previous year, continuing a long-term trend towards fewer collisions involving large trucks on Ontario's roads. Overall, between 1990 and 2005, the number of large trucks on our roads grew by 56 per cent, while the number of fatal collisions involving large trucks dropped by 37 per cent.

In 2005, the Ministry of Transportation acted to further ensure the safety and mechanical fitness of large trucks in our province by introducing improvements to the daily inspection requirements for commercial vehicles under the Transportation Statute Law Amendment Act, 2005. The Act also included a new offence for vehicle-related road debris (VRRD) which applies to ALL vehicles.

Statistics indicate that about 33 per cent of vehicle-related road debris is vehicle parts. These flying parts are a serious, yet preventable, road safety hazard. The new VRRD rules apply to all drivers, vehicle owners and third parties, such as mechanics, where their actions contribute to a vehicle part falling off. The fines can be as high as $2,000 for passenger vehicles and up to $20,000 for commercial vehicles. In addition, the driver of the vehicle can also have his licence suspended for up to 60 days.

This new offence, combined with the new performance-based standards for securing cargo, implemented on January 1, 2005, will reduce the hazards to other drivers on our roads caused by parts detaching from vehicles or cargo falling from vehicles.

These legislative and program changes support the Ministry of Transportation's commercial vehicle safety efforts, which involve conducting more than 140,000 commercial driver and vehicle inspections, 12 province-wide truck safety blitzes and 250 regional truck safety blitzes every year to promote the safety of the province's trucking fleet. In 2004/05 alone, Ministry of Transportation enforcement officers conducted 141,908 commercial driver and vehicle inspections, and 824 facility audits of trucking company facilities.

By the end of 2005, these efforts resulted in:

- Over 1,400 commercial vehicles impounded since Ontario's Commercial Vehicle Impoundment Program was implemented in 1998
- A nearly 60 per cent decrease in reported wheel separations since Ontario imposed fines ranging between $20,000 and $50,000 for drivers and/or vehicle owners who fail to prevent wheels from coming off their vehicles

During RoadCheck 2005, Ontario's enforcement officers completed 2,894 safety inspections, which represented 42 per cent of all inspections conducted in Canada that year. Of the large trucks subjected to a full mechanical inspection as part of RoadCheck 2005, about 80.5 per cent were found to be in compliance with Ontario's commercial vehicle safety standards.

MTO has also embarked on a long-term multi-phase program of Vehicle Weight and Dimension Reforms that is fundamentally changing the type of heavy trucks that operate on Ontario highways. Existing vehicles were found to cause excessive damage to Ontario roads and bridges and exhibited performance characteristics known to contribute to the number and severity of heavy truck collisions. Each of the four phases of the project deals with a different group of heavy commercial trucks and trailers.

Legislation and regulation to support the first three phases was implemented in 2000, 2002 and 2005. Policy development has commenced on Phase 4, which is expected to be completed by 2009.

As a result of this program, all new tractor-trailers must now be built to Safe, Productive, Infrastructure-Friendly (SPIF) standards. SPIF standards address the performance issues and excessive damage to roads and bridges while maintaining industry productivity and harmonization of rules with Ontario's trading partners. The conversion to SPIF vehicles will take a number of years as non-conforming vehicles are gradually replaced.

As the conversion to SPIF vehicles proceeds, it is expected that there will be a gradual reduction in the number and severity of heavy truck collisions. Also, the lifespan of Ontario's roads and bridges will be extended, resulting in the equivalent of about $300 million in annual savings.

Fatigued drivers are a danger to themselves and to everyone on the road. This is why the ministry has been proactively working to reduce drowsy driving across Ontario.

To help drivers stay alert and prevent collisions, there are 23 service centres on Highways 400 and 401, conveniently located approximately 80 km apart, where drivers can rest and refresh themselves. In addition, the province also has nearly 200, mostly seasonal, roadside rest stops on other provincial highways.

MTO also continues to install shoulder rumble strips on freeways where studies show they reduce run-off-road crash rates by 20 per cent to 50 per cent.

These figures show that Ontario continues to be a leader in truck safety standards and enforcement in North America. With the help of Ontario's other government ministries, the enforcement community, the trucking industry and truck drivers themselves, we are succeeding in making Ontario's roads safer.

Improving Safety for Ontario's Youngest Passengers

The Canadian Institute of Child Health cites motor vehicle collisions as the leading cause of preventable death and injury among children and youth in Canada.

When used correctly, child booster seats provide nearly 60 per cent more protection for child passengers than seat belts alone.

This fact is strikingly illustrated by the results of ORSAR 2005. In 2005, Ontario recorded troubling increases in the number of young children killed and seriously injured on our roads – an increase in fatalities among children between birth and four years old from 2 in 2004 to 9 in 2005. The number of deaths among children aged five to nine years rose from 7 in 2004 to 8 in 2005. The number of serious injuries among children between birth and four years old also rose sharply from 27 in 2004 to 47 in 2005. However, the number of serious injuries among children between the ages of five and nine years old fell in 2005 from 69 in 2004 to 57 in 2005.

In 1982, Ontario became the second jurisdiction in Canada to make using child safety seats for infants and toddlers the law, resulting in countless numbers of lives saved and injuries prevented among the youngest travellers on our roads. But the law did not cover the full range of child passengers who need more protection than a seat belt alone provides, nor did it obligate all drivers to buckle their young passengers in the appropriate seat. That is why in 2004, Ontario introduced legislation to make it mandatory for all parents and child caregivers to use child safety seats and child booster seats when transporting children younger than eight years old by a motor vehicle in Ontario.

Regulations requiring parents and caregivers to ensure that all children in their care travel in an approved child safety seat or booster seat when riding in a motor vehicle took effect across Ontario on September 1, 2005. Under the new law: Children under age eight who weigh between 18 kg (40 lbs.) and 36 kg (80 lbs.) and stand less than 145 centimetres (4 feet, 9 inches) tall must travel in an approved child booster seat with the vehicle seat belt securely fastened. A child can move from a booster seat to a seat belt when any one of the height, weight or age criteria is met.

Requirements for rear-facing infant car seats:

- Must be used for newborns and small infants weighing less than 9 kg (20 lbs.)

Requirements for forward-facing car seats:

- In 2005, the requirement to use a forward-facing child car seat to transport toddlers who weigh 9 kg or more but less than 18 kg was extended to a broader range of drivers. Now ALL drivers – including aunts, neighbours and caregivers – are required to properly secure a toddler in a forward-facing child car seat.

Parents and caregivers who fail to ensure that children in their care are seated in the appropriate child safety seat, child booster seat or seat belt, or who do not ensure that these devices are properly used and fastened, can be fined $110 and receive two demerit points on their driver's licence for each offence.

In 2005, MTO developed SmartLove, a campaign to improve child passenger safety in Ontario and reduce the incidence and frequency of injuries and death to children due to being improperly secured in a vehicle. The campaign also raised awareness of child passenger safety legislation, that made booster seats mandatory when transporting children up to age eight, and extended the child safety seat requirements to more drivers including grandparents and caregivers.

"Results of hands-on inspections at car seat clinics currently report incorrect usage rates of 80 per cent."

Road safety research shows that correctly using a child safety seat reduces the likelihood of death or serious injury among infants and toddlers by as much as 75 per cent. Children riding in boosters seats are three and a half times less likely to be injured in the event of a collision than children using seat belts alone. The Ministry of Transportation is confident that requiring parents and caregivers to use these safety devices when transporting children will significantly improve child safety in Ontario.

Ensuring the Safety of Ontario's Student Passengers

About 800,000 students travel over 1.9 million km on school buses in Ontario every day. With these figures in mind, there can be no question that ensuring the safety of Ontario's school buses and the students that travel on them is a matter of utmost importance. In 2005, as in 2004, there were no fatalities involving passengers on school buses in Ontario, although there was an increase in the number of injuries – from 54 in 2004 to 174 in 2005. Nevertheless, travelling by school bus continues to be the safest mode of travel for children in Ontario – 16 times safer than any other form of transportation.

When injuries and fatalities involving school bus passengers do occur, they are more likely to happen as students are getting on and off the school bus. That is why, in addition to improving the safety of children when they travel in passenger vehicles, the Act to Enhance the Safety of Children and Youth on Ontario's Roads, 2004, also contained a number of measures aimed at improving student safety where they are most at risk – in the area immediately surrounding the bus.

"This new law will enhance the safety zones for children getting on and off our buses every day. School bus drivers strongly support this initiative."

On January 1, 2005, the following provisions of that bill took effect:

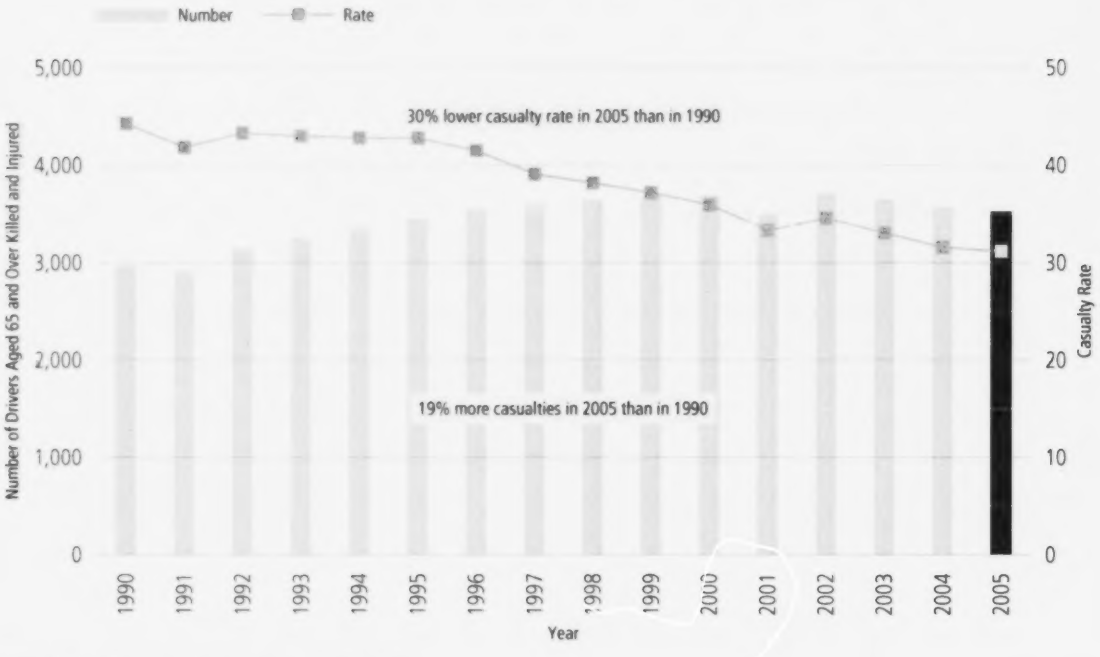
- All new school buses in Ontario must be equipped with a crossing arm to keep children out of the blind spot at the front of the school bus
- Vehicle owners (as well as drivers) can be charged when their vehicle is witnessed passing a stopped school bus with its red lights flashing
- School buses are required to have a decal on the back of the bus to remind drivers that they can be fined up to $2,000 for passing a stopped school bus with its red lights flashing.

By making vehicle owners, as well as drivers, liable if their vehicle is seen illegally passing a stopped school bus, Ontario is making a clear and unequivocal statement that such dangerous and irresponsible behaviour is not acceptable.

From September 1, 2005 to December 31, 2005, 81 vehicle owners were charged with this offence; 24 of these owners were convicted, 13 cases were decided with no conviction and 44 charges were pending a decision.

Helping Ontario's Senior Drivers Stay Safe Drivers

Number and Rate* of Drivers Aged 65 and Over Killed and Injured: 1990–2005



* number of deaths and injuries per 10,000 licensed drivers

There has been a gradual trend in recent years towards fewer injuries and fatalities among older drivers in Ontario. In 2005, there were 3,519 fatalities and injuries among drivers aged 65 and over, compared to 3,567 in 2004. The casualty rate (number of drivers killed or injured) per 10,000 licensed drivers aged 65 and over also fell from 31.58 in 2004 to 30.29 in 2005. As Ontario's population continues to age, managing older drivers' collision risk will continue to pose greater challenges for the Ministry of Transportation.

The ministry has taken a leading position in Canada in addressing the issue of aging drivers. In 2005, following a review of Ontario's Senior Driver Licence Renewal Program for drivers aged 80 and over, the ministry introduced a revised curriculum for Ontario's Group Education Sessions (GES) to improve both the content and delivery of the program. As part of the revised curriculum, seniors now receive a take-home study guide to reinforce the lessons presented during the GES, as well as a presentation that is better suited to seniors' needs.

The ministry anticipates that the revised GES curriculum, coupled with the ministry's ongoing efforts to increase the accessibility of the program for seniors whose mother tongue is neither French nor English, will build on Ontario's past successes, further improving driver education and safety.

Following the introduction of the Senior Driver Licence Renewal Program in 1996, the average fatal collision involvement rate per 10,000 licensed drivers aged 80 and over in Ontario fell by 35 per cent.

ONTARIO MINISTRY OF TRANSPORTATION

Motorcycle, Moped and Limited-Speed Motorcycles (Motor Scooters)

Category	2005	2004
Number of Registered Motorcycles	145,194	128,114
Number of Motorcycle Fatalities	74	47
Number of Motorcycle Injuries	1,568	1,404
Number of Registered Moped Riders	2,536	2,019
Number of Moped Rider Fatalities	0	0
Number of Moped Rider Injuries	29	25

(Please note that limited-speed motorcycle fatalities and injuries are included in motorcycle injuries and fatalities. A new class of licence for these vehicles was introduced on November 28, 2005.)

In 2005, the number of fatalities involving motorcyclists increased by 27, from 47 in 2004 to 74 in 2005. The number of injuries among motorcyclists also rose from 1,404 in 2004 to 1,568 in 2005. While there were no fatalities among moped riders in 2005, the number of injuries involving drivers of mopeds also rose from 25 in 2004 to 29 in 2005.

These figures are related to the greater numbers of motorcycles, mopeds and motor scooters (an increase in motorcycles registered from 128,114 in 2004 to 145,194 in 2005 and an increase in mopeds registered from 2,019 in 2004 to 2,536 in 2005) on our roads in recent years as rising gas prices have encouraged drivers to consider more economical and fuel-efficient modes of transportation. Recognizing this North American trend, the Ministry of Transportation introduced a driver's licence specifically for motor scooters and moped operators and a new licence plate to ensure that Ontarians who are interested in driving these vehicles are appropriately trained, tested and licensed to operate the vehicle they intend to drive. Requiring moped drivers to be tested on their knowledge of traffic laws, safe motorcycle operation and their riding skills will help address the over-representation of mopeds in motor vehicle collisions.

Effective November 28, 2005, drivers who want to drive a moped or a motor scooter must hold an M with L condition driver's licence or a Class M licence. A limited-speed motorcycle (also known as a motor scooter) is a federally approved vehicle that has a top speed of 70 km/h or less and a maximum engine displacement of 50 cubic centimetres.

Anyone who wants to ride one of these vehicles must go through the same graduated licensing process as people applying for their motorcycle licence (M licence). However, they have the option of taking their road tests using their moped or motor scooter instead of a full-sized motorcycle. If they use the slower vehicles, they will receive the new M with L restricted licence, which means they can only drive these vehicles. If they take the road test on a motorcycle, they will receive an unrestricted M licence which allows them to drive motorcycles, mopeds and limited-speed motorcycles. This change now requires moped drivers to undergo road testing before they are licensed to drive on public roads. Previously, they could drive their moped with a Class G licence or with a moped licence that could be obtained after passing only a Class G knowledge test. However, since 1999, the number of mopeds involved in motor vehicle collisions in Ontario has more than doubled.

"Testing drivers on their own motor scooter or moped improves road safety, and it makes the whole licensing process faster and more convenient."

BOB RAMSEY, PRESIDENT
MOTORCYCLE AND MOPED INDUSTRY COUNCIL

Collisions with Wildlife

Most Ontarians are unaware that wild animals are a major cause of motor vehicle collisions in our province. There were 14,228 reportable collisions involving a wild animal in Ontario in 2005, up from 13,707 in 2004. The ministry estimates that about one in every 18 collisions in Ontario involves a wild animal – an increase of close to 90 per cent from the previous decade. However, the number of fatalities and injuries resulting from collisions with wildlife fell in 2005, from eight fatalities and 726 injuries in 2004 to two fatalities and 692 injuries.

Category	2005	2004
Number of Collisions Involving Wild Animals	14,228	13,707
Number of Fatalities in Collisions Involving Wild Animals	2	8
Number of Injuries in Collisions Involving Wild Animals	692	726

In Fall 2005, the Ministry of Transportation released a brochure, "Watch for Wildlife", to raise driver awareness about wildlife collisions and to help drivers avoid and respond safely in the event that they encounter an animal on the road. The ministry also continued to work with the Ministry of Natural Resources to identify and help manage areas along the roadway where the potential for such collisions is high by installing fencing, better lighting and posting additional warning signs in these areas.

Working for Tomorrow's Safer Transportation System

The Transportation Statute Law Amendment Act, 2005, was the centrepiece of the Ministry of Transportation's efforts to improve road safety and to improve the efficiency of our transportation network in 2005.

The results of ORSAR 2005 indicate that more work needs to be done in key areas, particularly:

Drinking and driving

- Strengthening the penalties for repeat drinking and driving offences.
- Increasing sanctions for drinking drivers who blow in the "warn" range (.05 to .08 blood concentration).

Street Racing

- Introducing tough measures for those who choose to race on Ontario's roads.

Off-Road Vehicles and Snowmobiles

- Undertaking a review of Ontario's off-road vehicle and snowmobile legislation, including examining the minimum age requirements and reviewing education and training programs for young riders.

Driver Distraction

- Continuing to work with our road safety partners to increase awareness about all forms of driver distraction (e.g., cell phones, radio).

Public transit

- Developing an integrated and sustainable transportation system that will support the needs of today while protecting our natural environment for the future.

Seat Belts and Child Safety Car Seats

- Continuing to work with police and stakeholders to reinforce the importance of buckling up properly.
- Making sure that all passengers in motor vehicles are required to wear seat belts or to be buckled into the appropriate child car safety seat.

Motorcycle safety

- Continuing to work with stakeholders to promote motorcycle safety and address motorcycle fatality and injury rates, including a review of Ontario's motorcycle licensing program.

Piloting new vehicles

- Further encouraging transportation options that are safe, reduce pollution, reduce energy use, ease congestion and expand mobility options for Ontarians.

Road Safety Vision (RSV) 2010

- Working towards meeting the RSV 2010 targets.

The year 2006 is the 30th anniversary of the introduction of Ontario's seat belt law, the first of its kind in Canada. Transport Canada's 2004/2005 survey of seat belt use across Canada showed that about 92 per cent of Ontarians wear a seat belt, compared to only 90.5 per cent of Canadians nationally. Nevertheless, a third of all vehicle occupants who died in motor vehicle collisions were not wearing a seat belt at the time of the incident – lives that could have been saved by something as simple and easy as buckling up before driving.

That is why Ontario's annual fall and spring Seat Belt Safety Campaigns continue to be two of the ministry's most important initiatives each year. Together with Ontario's police services and road safety advocates, the ministry is continuing to reinforce the importance of wearing a seat belt and using a proper child safety seat or booster seat to help save lives across our province.

Conclusion

Since the turn of the century, a comparison of the fatality rate per 10,000 licensed drivers for jurisdictions across North America has consistently found that Ontario's roads are among the safest, if not the safest, roads on the continent. This achievement only comes through the hard work, consistent efforts and responsible attitudes of government agencies, the enforcement community, public health workers and Ontario's drivers themselves. Nevertheless, ORSAR 2005 shows that there is still plenty of room for improvement.

Ontario's vast size and disparate geography places an even greater emphasis on our transportation network – the connective tissue that holds our province together. The strength of Ontario's communities and the resources they depend on, from jobs and the economy, to access to health care and recreation, rely on an efficient transportation system. Keeping Ontario's roads flowing and its people moving depends on improving its transportation system and keeping its roads safe and in good repair.

The Transportation Statute Law Amendment Act, 2005, is one more step towards making Ontario's transportation system among the safest and most efficient in the world. By creating a more efficient and sustainable transportation system overall, and by targeting the worst drivers on our roads, the Ministry of Transportation is ensuring that the next generation of Ontarians and the ones to follow them continue to enjoy living in safe, healthy and prosperous communities throughout our province.

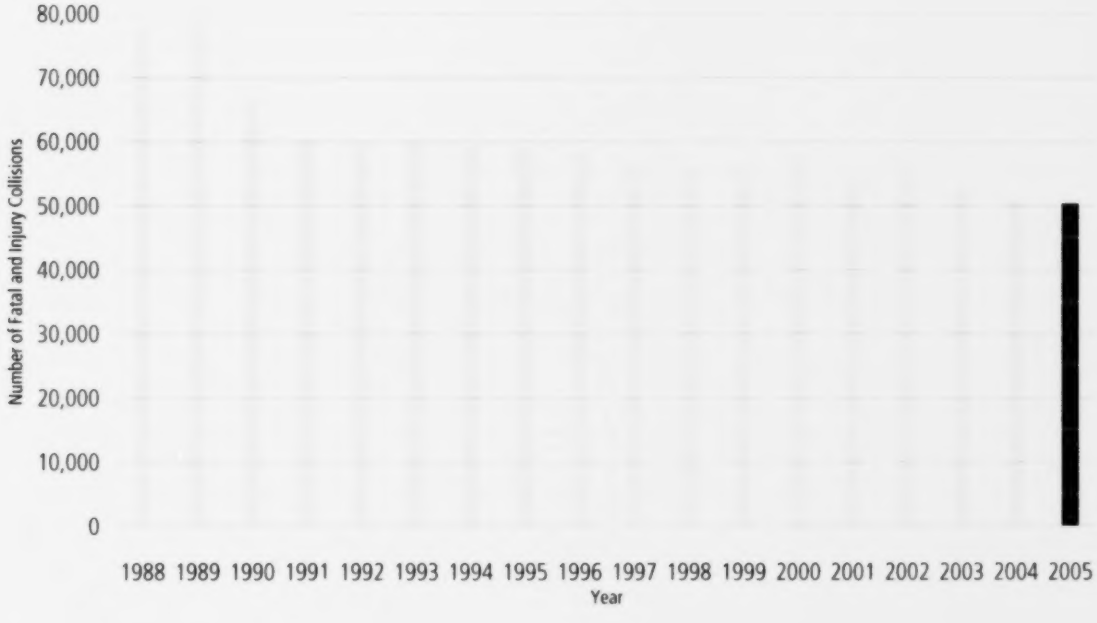
Overview

The first section of the Ontario Road Safety Annual Report (ORSAR) provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles for Ontario in 2005.

The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers on our roads. In 2005, Ontario's fatality rate of 0.87 per 10,000 licensed drivers was the lowest ever recorded in Ontario. Only the Northwest Territories, a fairly small jurisdiction with a population about 276 times smaller than Ontario and with a fatality rate of 0.63, ranked ahead of Ontario. Other road safety performance measures such as fatality and collision rates based on 10,000 licensed drivers are also improving on an annual basis. This confirms that Ontario continues to be among the leaders in road safety, both in Canada and in all of North America.

Nevertheless, ORSAR results and the information on hospitalizations in this section are stark reminders of the human and economic cost of motor vehicle collisions, both in terms of lives lost, pain and suffering, and the impact on Ontario's healthcare system, which affects everyone in Ontario.

Figure 1 Total Number of Fatal and Injury Collisions in Ontario, 1988–2005



1a. Synopsis

Selected Statistics	2005
Total Reportable Collisions	230,258
Total Drivers Involved in Collisions	407,127
Total Vehicles Involved in Collisions	422,903
Fatal Collisions	684
Personal Injury Collisions	49,584
Property Damage Collisions	179,990
Persons Killed	766
Drivers Killed (excludes All-Terrain Vehicles* and Snow Vehicle Drivers)	466
Drivers Killed (Impaired or Had Been Drinking)	120
Passengers Killed	182
Pedestrians Killed	105
Other Road Users Killed	13
Persons Injured	71,850
Estimated Ontario Population (2005)	12,558,669
Licensed Drivers	8,762,210
Registered Motor Vehicles	7,854,228
Estimated Vehicle Kilometres Travelled (in millions)	125,102
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	6.10
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.61
Collision Rate per 100 Million Kilometres Travelled	184.06
Fatal Collision Rate per 100 Million Kilometres Travelled	0.55
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.87

* In this table, all-terrain vehicles includes two-wheel, three-wheel or four wheel off-road vehicles.

1b. Health Perspective

Table 1.1 Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, 2004/2005 Fiscal Year

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	226	1,352
Fracture of neck and trunk	1,014	8,937
Fracture of upper limb	521	2,773
Fracture of lower limb	1,361	11,784
Fractures involving multiple body regions	12	136
Dislocation, sprains and strains	153	626
Dislocations, sprains, and strains involving multiple body regions	–*	13
Intracranial injury	651	9,069
Internal injury of chest, abdomen, and pelvis	429	3,613
Open wound of head, neck, or trunk	82	230
Open wound of upper limb	20	98
Open wound of lower limb	30	271
Open wounds involving multiple body regions	–*	30
Other diagnoses	1,261	10,293
Total Admissions and Days**	**5,760**	**49,225**

Source: Ministry of Health and Long-Term Care, Integrated Policy and Planning Division, Health Data & Decision Support Unit
* Small cell count (a value of less than 5); small cell counts are not published. ** Totals do not include small cell counts.

Table 1.2 Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, 2004/2005 Fiscal Year

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	84	1,747
Spinal cord, spinal canal, and meninges	8	133
Nose, mouth, and pharynx	18	87
Chest wall, pleura, mediastinum, and diaphragm	62	568
Bone marrow and spleen	53	1,090
Kidney	–*	–*
Facial bones and joints	97	874
Reduction of fracture/dislocation with or without fixation (excluding head and facial bones)	1,684	15,240
Repair joint structures (excluding head or facial bones)	21	78
Skin and subcutaneous tissue	100	980
Other diagnostic and therapeutic interventions	1,720	19,918
Total of Surgical Admissions and Days**	**5,765**	**49,225**
No surgical procedures performed	1,918	8,510

Source: Ministry of Health and Long-Term Care, Integrated Policy and Planning Division, Health Data & Decision Support Unit
* Small cell count (a value of less than 5); small cell counts are not published. ** Sub-totals do not include small cell counts.

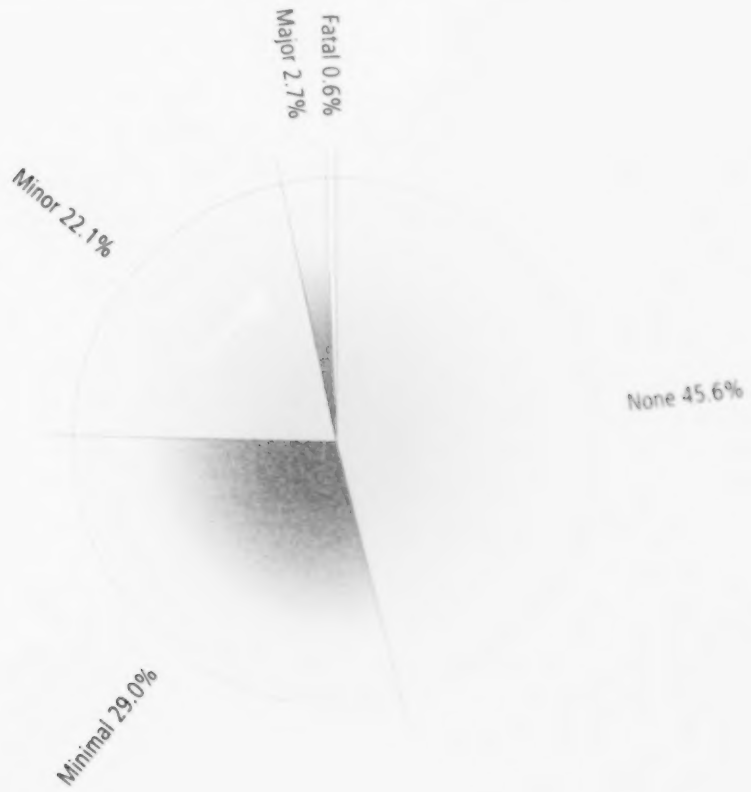
The People

2. The People

This section highlights traffic injuries, which are broken down by their severity and the characteristics of road users involved in motor vehicle collisions. Information on traffic injuries is provided by road user age and gender, driver and pedestrian action, and condition prior to a collision. This data is helpful in analyzing collision occurrence. Key road safety historical data – covering a period of more than 70 years – is also provided to assist in analyzing long-term safety trends in Ontario.

Highlights in this section include a decrease in the number of traffic fatalities from 799 in 2004 to 766 in 2005, the lowest level since 1948. While the number of drivers on Ontario roads continues to increase, the number of persons killed and injured declined. Ontario also saw reductions in the number of drinking and driving fatalities and injuries, and the number of fatalities involving large trucks in 2005. However, the number of motorcycle fatalities increased in 2005.

Figure 2 Persons Involved in Collisions by Severity of Injury, 2005



2a. People in Collisions

Table 2.1 Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2005

	Severity of Injury					
Category of Involved Person	None	Minimal	Minor	Major	Fatal	Total
Driver	38,811	22,849	16,631	1,719	377	80,387
Passenger*	21,247	12,019	8,198	924	182	42,570
Pedestrian	131	1,840	2,378	491	105	4,945
Bicyclist	36	1,223	1,106	120	21	2,506
Bicycle Passenger	16	147	155	15	0	333
All-Terrain Vehicle** Driver	7	6	9	8	4	34
All-Terrain Vehicle Passenger	0	3	6	0	0	9
Snow Vehicle Driver	5	8	7	8	2	30
Snow Vehicle Passenger	1	3	4	3	0	11
Motorcycle Driver	77	340	646	220	68	1,351
Motorcycle Passenger	34	95	199	68	6	402
Moped Driver	2	11	9	1	0	23
Moped Passenger	2	4	1	3	0	10
Hanger On	39	68	95	27	1	230
Other	423	97	74	12	0	606
Total	**60,831**	**38,713**	**29,518**	**3,619**	**766**	**133,447**

* Includes bus passengers

** In this table, all-terrain vehicles includes two-wheel, three-wheel or four wheel off-road vehicles.

This table shows HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

This table excludes individuals involved in property-damage-only collisions.

Fatal Injury: Person killed immediately or within 30 days of the motor vehicle collision.

Major Injury: Person admitted to hospital. Also, includes person admitted for observation.

Minor Injury: Person went to hospital and was treated in the emergency room but was not admitted.

Minimal Injury: Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaint of pain.

None: Uninjured person.

Table 2.2 Category of Persons Killed by Age Groups, 2005

	Age Groups																
Category of Persons	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+	UK	Total
Driver	0	0	0	2	3	10	16	18	32	66	69	54	43	33	31	0	377
Passenger*	8	5	14	9	9	5	9	6	15	19	17	11	22	12	22	0	183
Pedestrian	1	3	6	0	1	1	0	1	5	10	12	19	10	12	24	0	105
Bicyclist	0	0	3	0	1	0	0	0	1	2	4	7	1	1	1	0	21
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All-Terrain Vehicle** Driver	0	0	2	0	0	0	0	0	0	1	0	1	0	0	0	0	4
All-Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Vehicle Driver	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	3	1	1	2	1	8	7	10	21	13	1	0	0	68
Motorcycle Passenger	0	0	0	0	0	1	0	0	0	0	2	2	1	0	0	0	6
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**9**	**8**	**26**	**14**	**15**	**18**	**27**	**26**	**61**	**105**	**114**	**115**	**91**	**59**	**78**	**0**	**766**

* Includes hangers on

** In this table, all-terrain vehicles includes two-wheel, three-wheel or four wheel off-road vehicles.

UK = Unknown

This table shows HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Table 2.3 Category of Persons Injured by Age Groups, 2005

	Age Groups																
Category of Persons	0–4	5–9	10–15	16	17	18	19	20	21–24	25–34	35–44	45–54	55–64	65–74	75+	UK	Total
Driver	0	0	42	188	761	1,012	1,116	1,033	3,939	8,612	9,292	7,323	4,376	2,015	1,440	50	41,199
Passenger*	833	1,233	1,983	620	717	710	737	706	2,013	3,108	2,351	2,164	1,543	1,051	816	683	21,268
Pedestrian	93	176	590	143	136	112	119	97	377	606	606	546	422	284	306	96	4,709
Bicyclist	0	8	29	12	14	13	14	17	41	85	95	81	30	17	5	1,988	2,449
Bicycle Passenger	23	16	78	12	15	9	12	3	30	50	50	36	11	5	7	4	361
All-Terrain Vehicle** Driver	0	0	4	2	1	0	0	2	3	2	4	0	1	1	0	3	23
All-Terrain Vehicle Passenger	0	0	4	1	1	0	1	0	1	0	1	0	1	0	0	0	10
Snow Vehicle Driver	0	0	3	4	1	1	0	1	4	3	2	1	0	0	0	3	23
Snow Vehicle Passenger	0	0	4	1	0	0	1	0	1	0	1	1	0	0	0	1	10
Motorcycle Driver	0	0	4	10	12	15	27	26	109	263	307	288	120	18	5	2	1,206
Motorcycle Passenger	2	7	12	3	10	8	16	10	38	59	61	95	32	10	3	11	377
Moped Driver	0	0	0	1	1	1	1	0	1	3	2	5	3	0	1	2	21
Moped Passenger	0	0	1	0	0	0	0	1	1	2	2	3	0	0	0	0	10
Other	1	3	6	2	4	3	2	4	14	24	25	27	18	10	11	30	184
Total	**952**	**1,443**	**2,760**	**999**	**1,673**	**1,884**	**2,046**	**1,900**	**6,572**	**12,817**	**12,799**	**10,570**	**6,557**	**3,411**	**2,594**	**2,873**	**71,850**

* Includes hangers on

** In this table, all-terrain vehicles includes two-wheel, three-wheel or four wheel off-road vehicles.

UK = Unknown

This table shows HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

Table 2.4 Sex of Driver by Class of Collision, 2005

	Class of Collision			
Sex of Driver	Fatal	Personal Injury	Property Damage	Total
Male	863	54,131	190,336	245,330
Female	264	32,754	103,137	136,155
Unknown*	35	4,985	20,622	25,642
Total	**1,162**	**91,870**	**314,095**	**407,127**

* This includes situations where the enforcement officer is unable to make a determination; e.g., hit and run.

Fatal Collision A motor vehicle collision in which at least one person sustains bodily injury resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision for up to one year after the collision. Since that date, only deaths within 30 days of the collision have been included.

Personal Injury Collision A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

Property Damage A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property including damage to the motor vehicle or its load.

The minimum reportable level for a property-damage-only collision rose from $200 to $400 on January 1, 1978, and rose again to $700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property-damage-only collisions is $1,000.

On January 1, 1997, Collision Self-Reporting for property-damage-only collisions was introduced. See Appendix for further explanation of Collision Self-Reporting.

Table 2.5 Driver Condition by Class of Collision, 2005

	Class of Collision			
Condition of Driver	Fatal	Personal Injury	Property Damage	Total
Normal	776	70,900	245,898	317,574
Had Been Drinking	31	1,184	2,333	3,548
Ability Impaired – Alcohol Over .08	118	816	1,711	2,645
Ability Impaired Alcohol	6	483	857	1,346
Ability Impaired Drugs	42	91	134	267
Fatigue	13	624	1,171	1,808
Medical/Physical Disability	12	549	514	1,075
Inattentive	68	10,757	22,963	33,788
Other*	4	282	747	1,033
Unknown**	92	6,184	37,767	44,043
Total	**1,162**	**91,870**	**314,095**	**407,127**

* Driver condition is not defined above.

** This includes situations where the enforcement officer is unable to make a determination; e.g., hit and run.

Had Been Drinking: Driver had consumed alcohol but his/her physical condition was not legally impaired.

Ability Impaired Alcohol Over .08: Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of 80 milligrams of alcohol per 100 millilitres of blood.

Ability Impaired Alcohol: Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

Inattentive: Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving; e.g., changing radio stations, consuming food, reading, talking on phone or two-way radio, using headphones.

Table 2.6 Driver Age by Driver Condition in All Collisions, 2005*

	Driver Condition						
Driver Age	Normal	Had Been Drinking	Impaired Alcohol Over .08	Ability Impaired Alcohol	Other	Unknown	Total
Under 16	129	7	5	1	77	42	261
16	1,236	17	9	5	297	100	1,664
17	5,436	56	29	17	1,085	393	7,016
18	6,663	98	59	29	1,214	471	8,534
19	6,828	159	111	46	1,194	548	8,886
20	6,890	171	98	46	1,124	492	8,821
21–24	27,657	580	367	159	3,762	2,132	34,657
25–34	65,428	823	597	307	7,202	4,792	79,149
35–44	75,700	674	626	337	7,537	5,299	90,173
45–54	59,673	480	439	220	5,850	4,139	70,801
55–64	34,754	274	204	109	3,726	2,325	41,392
65–74	15,443	82	67	36	2,154	1,064	18,846
75 & over	8,659	27	21	8	1,846	724	11,285
Unknown	3,078	100	13	26	903	21,522	25,642
Total	**317,574**	**3,548**	**2,645**	**1,346**	**37,971**	**44,043**	**407,127**

* Includes bicyclists, drivers of all-terrain vehicles, etc.

Table 2.7 Recorded Occurrence of Driver Condition in Drivers Killed, 2005*

Recorded Occurrence	Number of Drivers	%
Normal	242	51.3
Had Been Drinking	20	4.2
Ability Impaired – Alcohol Over .08	100	21.2
Ability Impaired Alcohol	0	0.0
Ability Impaired Drugs	40	8.5
Fatigue	7	1.5
Medical/Physical Disability	11	2.3
Inattentive	20	4.2
Other	3	0.6
Unknown	29	6.1
Total	**472**	**100.0**

* Total includes drivers of all vehicle types killed in HTA reportable collisions.

Table 2.8 Apparent Driver Action by Class of Collision, 2005

	Class of Collision			
Apparent Driver Action	Fatal	Personal Injury	Property Damage	Total
Driving Properly	491	43,450	156,154	200,095
Following Too Close	2	8,085	25,135	33,222
Speed Too Fast	79	1,147	1,907	3,133
Speed Too Fast for Conditions	83	4,702	15,448	20,233
Speed Too Slow	0	65	192	257
Improper Turn	14	3,800	12,098	15,912
Disobey Traffic Control	62	4,473	6,335	10,870
Fail to Yield Right of Way	85	8,939	21,082	30,106
Improper Passing	18	625	2,653	3,296
Lost Control	164	7,017	19,509	26,690
Wrong Way on One-Way Road	4	78	163	245
Improper Lane Change	16	1,755	9,343	11,114
Other*	94	5,437	17,953	23,484
Unknown	50	2,297	26,123	28,470
Total	**1,162**	**91,870**	**314,095**	**407,127**

* Includes actions defined as careless driving, inattentive driving, fell asleep, hit and run, driving on wrong side of road, improper parking, illegally parked, dangerous driving, etc.

Table 2.9 Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2005

	Severity of Injury					
Safety Equipment Used	Killed	Major	Minor	Minimal	Not Injured	Total
Seat Belt Used	230	1,290	14,505	21,072	35,652	72,749
Other Equipment*	11	91	699	700	385	1,886
Equipment Not Used	109	168	368	158	112	915
No Safety Equipment	0	4	17	17	49	87
Use Unknown	27	166	1,042	902	2,613	4,750
Total	**377**	**1,719**	**16,631**	**22,849**	**38,811**	**80,387**

* Approved safety equipment in use that is not detailed above. Police officer enters description of the equipment on the collision report form.

Table 2.10 Seat Belt Usage by Severity of Passenger Injury in Fatal and Personal Injury Collisions, 2005**

	Severity of Injury					
Safety Equipment Used	Killed	Major	Minor	Minimal	Not Injured	Total
Seat Belt Used	90	591	6,476	10,187	17,060	34,404
Child Safety Seat Used Incorrectly	0	2	27	28	85	142
Child Safety Seat Used Correctly	6	22	175	384	1,678	2,265
Other Equipment*	6	24	197	193	126	546
Equipment Not used	47	160	431	185	138	961
No Safety Equipment	11	43	424	601	974	2,053
Use Unknown	21	98	493	420	1,116	2,148
Total	**181**	**940**	**8,223**	**11,998**	**21,177**	**42,519**

* Other equipment includes construction helmets, etc., used in a motor vehicle. It also includes the use of airbags. Seat belt usage in conjunction with airbag deployment is unknown.

** Includes hangers on and excludes passengers in parked vehicles.

Table 2.11 Restraint Use for Children (0–4 Years) Killed in Collisions, 2001–2005

Year	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2001	5	0	2	1	2	1	11
2002	1	2	4	0	0	0	7
2003	2	1	0	0	0	0	3
2004	1	0	0	0	0	0	1
2005	6	0	0	1	0	1	8

Table 2.12 Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2005

	Injury Level		
Restraint Used	Major/Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	54.8	59.3	60.7
Child Restraint Used Incorrectly	2.4	6.0	3.1
Lap/Lap-Shoulder Belt	21.4	27.4	30.0
Not Available	9.5	3.9	3.1
Available/Not Used	4.8	0.6	0.1
Other	0.0	0.3	0.2
Unknown	7.1	2.5	2.7
Total	**100.0**	**100.0**	**100.0**

Table 2.13 Pedestrian Condition by Severity of Injury, 2005

Condition of Pedestrian	Killed	Injured
Normal	54	3,253
Had Been Drinking	3	220
Ability Impaired – Alcohol Over .08	28	12
Ability Impaired Alcohol	0	45
Ability Impaired Drugs	3	18
Fatigue	1	3
Medical or Physical Defect	0	88
Inattentive	9	602
Other	0	34
Unknown	7	434
Total	**105**	**4,709**

Table 2.14 Apparent Pedestrian Action by Severity of Injury, 2005

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right-of-Way	8	1,871
Crossing Intersection Without Right-of-Way	23	671
Crossing Intersection No Traffic Control	12	349
Crossing Pedestrian Crossover	2	145
Crossing Marked Crosswalk Without Right-of-Way	4	95
Walking on Roadway With Traffic	11	121
Walking on Roadway Against Traffic	3	60
On Sidewalk or Shoulder	7	341
Playing or Working on Highway	2	73
Coming from Behind Parked Vehicle or Object	0	106
Running onto Roadway	7	312
Getting On/Off School Bus*	0	7
Getting On/Off Vehicle	0	61
Pushing/Working on Vehicle	1	12
Other	25	485
Total	**105**	**4,709**

* Calendar year

2b. Putting the People in Context

Table 2.15 Category of Persons Killed and Injured, 1988–2005

		Driver		Passenger*		Pedestrian		All Others		Persons Killed in All Classes		Persons Injured in All Classes	
Year	Ontario Population (Est.)**	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000
1988	9,439,600	563	63,339	350	39,157	186	6,344	138	9,318	1,237	13.1	118,158	1,251.7
1989	9,598,600	627	66,334	369	39,950	161	6,187	129	8,181	1,286	13.4	120,652	1,257.0
1990	9,743,300	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	101,575	1,042.5
1991	10,084,900	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	90,519	897.6
1992	10,098,600	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	91,025	901.4
1993	10,813,200	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,149	842.9
1994	10,927,800	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	90,030	823.9
1995	11,100,000	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	89,572	807.0
1996	11,320,456	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	88,405	780.9
1997	11,500,329	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	85,527	743.7
1998	11,675,497	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	83,192	712.5
1999	11,513,700	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	84,062	730.1
2000	11,695,110	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	85,009	726.9
2001	11,966,960	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	81,782	683.4
2002	12,027,900	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	84,192	700.0
2003	12,293,700	425	44,212	216	24,563	120	4,758	70	4,346	831	6.8	77,879	633.5
2004	12,407,300	433	41,608	191	22,396	104	4,505	71	4,499	799	6.4	73,008	588.4
2005	12,558,669	377	41,199	183	21,268	105	4,709	101	4,674	766	6.1	71,850	572.1

* Excludes motorcycle passengers, who are included with "All Others".

** Source: Ministry of Finance.

Table 2.16 Sex of Driver Population by Age Groups, 2005

	Age Groups							
Sex of Driver	16–19	20–24	25–34	35–44	45–54	55–64	65+	Total
Male	237,956	380,720	796,278	992,597	909,762	640,996	642,358	4,600,667
Female	209,998	346,809	761,198	920,301	838,573	565,378	519,286	4,161,543
Total	**447,954**	**727,529**	**1,557,476**	**1,912,898**	**1,748,335**	**1,206,374**	**1,161,644**	**8,762,210**

Table 2.17 Driver Population by Age Groups, 1988–2005

	Age Groups							
Year	16–19	20–24	25–34	35–44	45–54	55–64	65+	Total
1988	310,764	643,691	1,588,516	1,353,841	898,103	714,266	608,931	6,118,112
1989	323,109	631,470	1,634,187	1,409,053	931,991	720,788	639,826	6,290,424
1990	322,542	629,478	1,666,474	1,467,699	964,925	728,380	669,385	6,448,883
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	6,574,231
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	6,688,761
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	6,823,428
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	6,983,960
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	7,086,018
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	7,258,167
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	7,537,607
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	7,727,756
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	7,918,314
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	8,121,374
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	8,266,616
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	8,413,504
2003	457,049	704,720	1,575,345	1,940,896	1,653,604	1,105,726	1,104,215	8,541,555
2004	453,157	719,861	1,567,346	1,929,418	1,698,350	1,157,824	1,129,641	8,655,597
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	8,762,210

Table 2.18 Driver Licence Class by Sex, 2005

	Driver Sex					
Licence Class	Male	%	Female	%	Total	%
A	102,202	2.22	2,211	0.05	104,413	1.19
AB	4,699	0.10	643	0.02	5,342	0.06
ABM	2,639	0.06	146	0.00	2,785	0.03
ABM1	15	0.00	2	0.00	17	0.00
ABM2	159	0.00	35	0.00	194	0.00
AC	24,832	0.54	906	0.02	25,738	0.29
ACM	9,869	0.21	160	0.00	10,029	0.11
ACM1	76	0.00	3	0.00	79	0.00
ACM2	1,033	0.02	40	0.00	1,073	0.01
AM	29,235	0.63	202	0.00	29,437	0.34
AM1	212	0.00	3	0.00	215	0.00
AM2	2,983	0.06	67	0.00	3,050	0.03
B	17,385	0.38	17,734	0.43	35,119	0.40
BM	4,671	0.10	932	0.02	5,603	0.06
BM1	25	0.00	16	0.00	41	0.00
BM2	323	0.01	268	0.01	591	0.01
C	6,684	0.15	823	0.02	7,507	0.09
CM	1,711	0.04	63	0.00	1,774	0.02
CM1	13	0.00	1	0.00	14	0.00
CM2	198	0.00	16	0.00	214	0.00
D	221,931	4.82	19,944	0.48	241,875	2.76
DE	109	0.00	20	0.00	129	0.00
DEM	30	0.00	0	0.00	30	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	1	0.00	0	0.00	1	0.00
DF	2,243	0.05	144	0.00	2,387	0.03
DFM	897	0.02	25	0.00	922	0.01
DFM1	5	0.00	0	0.00	5	0.00
DFM2	113	0.00	8	0.00	121	0.00
DM	59,810	1.30	1,434	0.03	61,244	0.70
DM1	233	0.01	13	0.00	246	0.00
DM2	3,759	0.08	234	0.01	3,993	0.05
E	1,369	0.03	2,193	0.05	3,562	0.04
EM	166	0.00	42	0.00	208	0.00
EM1	2	0.00	1	0.00	3	0.00

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Table 2.18 Driver Licence Class by Sex, 2005 (continued)

	Driver Sex					
Licence Class	Male	%	Female	%	Total	%
EM2	16	0.00	11	0.00	27	0.00
F	7,351	0.16	5,962	0.14	13,313	0.15
FM	1,423	0.03	240	0.01	1,663	0.02
FM1	13	0.00	6	0.00	19	0.00
FM2	260	0.01	122	0.00	382	0.00
G	3,164,341	68.67	3,411,873	81.83	6,576,214	74.92
G1	226,477	4.91	309,772	7.43	536,249	6.11
G1M	70	0.00	22	0.00	92	0.00
G1M1	266	0.01	46	0.00	312	0.00
G1M2	840	0.02	173	0.00	1,013	0.01
G2	321,275	6.97	323,494	7.76	644,769	7.35
G2M	330	0.01	54	0.00	384	0.00
G2M1	252	0.01	33	0.00	285	0.00
G2M2	2,971	0.06	383	0.01	3,354	0.04
GM	334,188	7.25	54,801	1.31	388,989	4.43
GM1	2,760	0.06	680	0.02	3,440	0.04
GM2	43,750	0.95	13,067	0.31	56,817	0.65
M	890	0.02	174	0.00	1,064	0.01
M1	296	0.01	64	0.00	360	0.00
M2	522	0.01	128	0.00	650	0.01
Other	0	0.00	0	0.00	0	0.00
Total	**4,607,923**	**100.00**	**4,169,434**	**100.00**	**8,777,357**	**100.00**

As a result of changing the reporting tools used to query the Driver Licensing System, the total number of licensed drivers presented in Table 2.18 does not match the number presented in other tables of the report; data presented in Table 2.18 should only be used for analyses involving the population of drivers by class of licence.

Table 2.19 Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2005

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1931	666,266	9,241	571	8,494
1932	648,710	9,171	502	8,231
1933	638,710	8,634	403	7,877
1934	665,743	9,645	512	8,990
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092

Continued on next page

Table 2.19 Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2005 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280
1968	3,128,509	155,127	1,586	71,520
1969	3,247,979	169,395	1,683	74,902
1970	3,422,892	141,609	1,535	75,126
1971	3,563,197	158,831	1,769	84,650
1972	3,688,541	189,494	1,934	95,181

Continued on next page

Table 2.19 Licensed Drivers, Total Collisions, Persons Killed and Injured, 1931–2005 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1973	3,841,628	193,021	1,959	97,790
1974	3,972,980	204,271	1,748	98,673
1975	4,160,623	213,689	1,800	97,034
1976	4,315,925	211,865	1,511	83,736
1977	4,562,903	218,567	1,420	95,664
1978	4,725,546	186,363	1,450	94,979
1979	4,858,351	197,196	1,560	101,321
1980	4,993,531	196,501	1,508	101,367
1981	5,123,177	198,372	1,445	100,321
1982	5,247,198	187,943	1,138	92,815
1983	5,380,259	181,999	1,204	91,706
1984	5,513,911	194,782	1,132	97,230
1985	5,660,422	189,750	1,191	109,169
1986	5,817,799	187,286	1,102	108,839
1987	5,978,105	203,431	1,229	121,089
1988	6,118,112	228,398	1,237	118,158
1989	6,290,424	247,038	1,286	120,652
1990	6,448,883	220,188	1,120	101,575
1991	6,574,231	213,669	1,102	90,519
1992	6,688,761	224,249	1,090	91,025
1993	6,823,428	228,834	1,135	91,149
1994	6,983,960	226,996	999	90,030
1995	7,086,018	219,085	999	89,572
1996	7,258,167	215,024	929	88,445
1997	7,537,607	221,500	899	85,527
1998	7,727,756	213,356	854	83,192
1999	7,918,314	221,962	868	84,062
2000	8,121,374	240,630	849	85,009
2001	8,266,616	234,004	845	81,782
2002	8,413,504	244,642	873	84,192
2003	8,541,555	246,463	831	77,879
2004	8,655,597	231,548	799	73,008
2005	8,762,210	230,258	766	71,850

Table 2.20 Driver Age Groups – Number Licensed, Collision Involvement and Per Cent Involved in Collisions, 2005

	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
Driver Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	0	141	44	185	N/A	N/A	N/A
16	44,086	38,255	82,341	1,006	621	1,627	2.28	1.62	1.98
17	57,801	51,157	108,958	4,169	2,811	6,980	7.21	5.49	6.41
18	64,941	57,438	122,379	5,328	3,176	8,504	8.20	5.53	6.95
19	71,128	63,148	134,276	5,641	3,213	8,854	7.93	5.09	6.59
20	74,158	66,745	140,903	5,515	3,272	8,787	7.44	4.90	6.24
21–24	306,562	280,064	586,626	21,667	12,883	34,550	7.07	4.60	5.89
25–34	796,278	761,198	1,557,476	49,874	28,948	78,822	6.26	3.80	5.06
35–44	992,597	920,301	1,912,898	56,997	32,740	89,737	5.74	3.56	4.69
45–54	909,762	838,573	1,748,335	45,279	25,131	70,410	4.98	3.00	4.03
55–64	640,996	565,378	1,206,374	28,007	13,194	41,201	4.37	2.33	3.42
65–74	387,587	314,378	701,965	12,810	5,957	18,767	3.31	1.89	2.67
75 & over	254,771	204,908	459,679	7,310	3,949	11,259	2.87	1.93	2.45
Unknown	0	0	0	38,331	0	38,331	N/A	N/A	N/A
Total	**4,600,667**	**4,161,543**	**8,762,210**	**282,075**	**135,939**	**418,014**	**6.13**	**3.27**	**4.77**

* This table includes collisions with parked vehicles and excludes drivers of some non-motor vehicles; i.e., bicyclists, snow vehicle operators, etc.

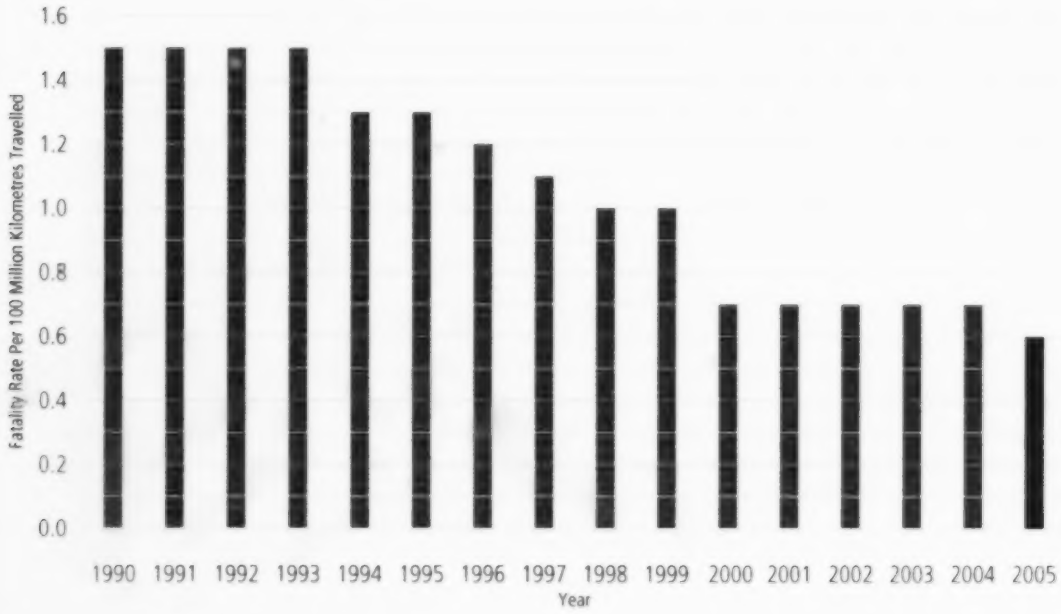
The Collision

3. The Collision

This section illustrates the types of collisions that occur in Ontario. To prevent motor vehicle collisions, we need to understand the context in which these collisions occur such as hour of occurrence, day of week, month of year, as well as collision type, location or environmental factors. Identifying these contributing factors is an important step toward reducing the incidence of collisions on Ontario's roads.

The number of fatal, injury, and property damage collisions decreased in 2005 as compared to 2004. In 2005, the fatal collision rate per 100 million kilometres travelled in Ontario was the lowest ever recorded in Ontario.

Figure 3 | Fatality Rate Per 100 Million Kilometres Travelled in Ontario, 1990–2005



3a. Types of Collisions

Table 3.1 | Class of Collision, 1988–2005

	Class of Collision			
Year	Fatal	Personal Injury	Property Damage	Total
1988	1,076	76,724	150,598	228,398
1989	1,106	77,852	168,080	247,038
1990	959	65,912	153,317	220,188
1991	956	59,242	153,471	213,669
1992	942	58,889	164,418	224,249
1993	987	58,932	168,915	228,834
1994	875	58,525	167,596	226,996
1995	860	58,273	159,952	219,085
1996	816	57,791	156,417	215,024
1997	807	56,121	164,572	221,500
1998	768	55,441	157,147	213,356
1999	763	55,764	165,435	221,962
2000	737	57,279	182,614	240,630
2001	733	54,479	178,792	234,004
2002	770	56,516	187,356	244,642
2003	754	52,757	192,952	246,463
2004	718	49,948	180,882	231,548
2005	684	49,584	179,990	230,258

Table 3.2 | Collision Rate Per One Million Kilometres Travelled, 1988–2005

Year	Collision Rate
1988	3.2
1989	3.2
1990	3.0
1991	2.9
1992	3.1
1993	3.0
1994	2.9
1995	2.8
1996	2.7
1997	2.7
1998	2.5
1999	2.5
2000*	2.0
2001	2.0
2002	2.0
2003	2.1
2004	1.9
2005	1.8

* Since 2000, the rate is calculated based on Statistics Canada estimates of Vehicle Kilometres Travelled.

Table 3.3 | Motor Vehicles Involved in Collisions Based on Initial Impact, 2005

Motor Vehicle in Collision Involving	Class of Collision: Fatal	Personal Injury	Property Damage	Total
Moveable Objects:				
Other Motor Vehicles	680	71,947	259,593	332,220
Unattended Vehicles	9	579	13,583	14,171
Pedestrian	105	4,267	237	4,609
Cyclist	21	2,597	476	3,094
Railway Train	6	21	38	65
Street Car	0	38	252	290
Farm Tractor	1	20	78	99
Domestic Animal	2	77	626	705
Wild Animal	2	554	13,622	14,178
Other Moveable Objects	0	52	191	243
Sub-total	**826**	**80,152**	**288,696**	**369,674**
Fixed Objects:				
Cable Guide Rail	3	59	324	386
Concrete Guide Rail	2	310	982	1,294
Steel Guide Rail	7	191	851	1,049
Pole (Utility Tower)	5	324	1,478	1,807
Pole (Sign/Parking Meter)	5	104	796	905
Fence/Noise Barrier	1	29	198	228
Culvert	0	16	34	50
Bridge Support	1	23	104	128
Rock Face	0	17	30	47
Snow Bank or Drift	1	69	283	353
Ditch	13	291	814	1,118
Curb	11	445	1,542	1,998
Crash Cushion	0	28	46	74
Building or Wall	1	42	174	217
Water Course	0	3	7	10
Construction Marker	0	13	52	65
Tree, Shrub, or Stump	3	109	391	503
Other Fixed Object	8	319	1,608	1,935
Sub-total	**61**	**2,392**	**9,714**	**12,167**

Continued on next page

Table 3.3 | Motor Vehicles Involved in Collisions Based on Initial Impact, 2005 (continued)

	Class of Collision			
Motor Vehicle in Collision Involving	Fatal	Personal Injury	Property Damage	Total
Other Events:				
Ran Off Road	118	3,374	8,039	11,531
Skidding/Sliding	137	5,132	16,595	21,864
Jack-knifing	1	17	108	126
Load Spill	1	6	68	75
Fire/Explosion	0	8	207	215
Submersion	0	4	5	9
Rollover	4	236	278	518
Debris on Road	2	81	939	1,022
Debris off Vehicle	4	95	1,108	1,207
Other Non-Collision Event	26	1,327	3,142	4,495
Sub-total	**293**	**10,280**	**30,489**	**41,062**
Total	**1,180**	**92,824**	**328,899**	**422,903**

Table 3.4 | Initial Impact Type by Class of Collision, 2005

	Class of Collision			
Initial Impact Type	Fatal	Personal Injury	Property Damage	Total
Approaching	110	1,406	2,268	3,784
Angle	86	6,584	15,930	22,600
Rear End	30	13,517	46,797	60,344
Sideswipe	45	3,100	20,782	23,927
Turning Movement	61	8,930	30,384	39,375
With Unattended Motor Vehicle	9	601	13,820	14,430
Single Motor Vehicle	343	15,314	47,777	63,434
Other	0	132	2,232	2,364
Unknown	0	0	0	0
Total	**684**	**49,584**	**179,990**	**230,258**

3b. Time and Environment

Table 3.5 | Month of Occurrence by Class of Collision, 2005

	Class of Collision							
Month of Occurrence	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
January	55	8.0	4,484	9.0	20,843	11.6	25,382	11.0
February	29	4.2	3,599	7.3	15,229	8.5	18,857	8.2
March	50	7.3	3,296	6.6	13,733	7.6	17,079	7.4
April	38	5.6	3,521	7.1	11,607	6.4	15,166	6.6
May	55	8.0	3,898	7.9	12,367	6.9	16,320	7.1
June	79	11.5	4,523	9.1	13,872	7.7	18,474	8.0
July	55	8.0	4,453	9.0	13,092	7.3	17,600	7.6
August	68	9.9	4,387	8.8	12,544	7.0	16,999	7.4
September	65	9.5	4,275	8.6	12,849	7.1	17,189	7.5
October	69	10.1	4,198	8.5	14,442	8.0	18,709	8.1
November	65	9.5	4,540	9.2	19,175	10.7	23,780	10.3
December	56	8.2	4,410	8.9	20,237	11.2	24,703	10.7
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

Table 3.6 | Day of Week by Class of Collision, 2005

	Class of Collision							
Day of Occurrence	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Monday	83	12.1	6,654	13.4	23,956	13.3	30,693	13.3
Tuesday	91	13.3	7,197	14.5	25,212	14.0	32,500	14.1
Wednesday	77	11.3	7,288	14.7	27,654	15.4	35,019	15.2
Thursday	87	12.7	7,527	15.2	28,712	16.0	36,326	15.8
Friday	117	17.1	8,526	17.2	31,814	17.7	40,457	17.6
Saturday	115	16.8	6,814	13.7	23,989	13.3	30,918	13.4
Sunday	114	16.7	5,578	11.2	18,653	10.4	24,345	10.6
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

Table 3.7 | Hour of Occurrence by Class of Collision, 2005

	Class of Collision							
	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Hour of Occurrence A.M.								
12 to 1 a.m.	10	1.5	694	1.4	2,676	1.5	3,380	1.5
1 to 2 a.m.	20	2.9	606	1.2	2,410	1.3	3,036	1.3
2 to 3 a.m.	26	3.8	690	1.4	2,391	1.3	3,107	1.3
3 to 4 a.m.	21	3.1	535	1.1	1,998	1.1	2,554	1.1
4 to 5 a.m.	18	2.6	411	0.8	1,664	0.9	2,093	0.9
5 to 6 a.m.	8	1.2	530	1.1	2,384	1.3	2,922	1.3
Sub-total	**103**	**15.1**	**3,466**	**7.0**	**13,523**	**7.5**	**17,092**	**7.4**
6 to 7 a.m.	13	1.9	1,304	2.6	5,015	2.8	6,332	2.7
7 to 8 a.m.	17	2.5	2,015	4.1	8,072	4.5	10,104	4.4
8 to 9 a.m.	23	3.4	3,032	6.1	11,764	6.5	14,819	6.4
9 to 10 a.m.	21	3.1	2,382	4.8	8,938	5.0	11,341	4.9
10 to 11 a.m.	32	4.7	2,303	4.6	8,401	4.7	10,736	4.7
11 to 12 noon	36	5.3	2,564	5.2	9,401	5.2	12,001	5.2
Sub-total	**142**	**20.8**	**13,600**	**27.4**	**51,591**	**28.7**	**65,333**	**28.4**
Hour of Occurrence P.M.								
12 to 1 p.m.	34	5.0	3,049	6.1	10,721	6.0	13,804	6.0
1 to 2 p.m.	38	5.6	2,886	5.8	9,921	5.5	12,845	5.6
2 to 3 p.m.	37	5.4	3,271	6.6	10,791	6.0	14,099	6.1
3 to 4 p.m.	36	5.3	3,993	8.1	13,215	7.3	17,244	7.5
4 to 5 p.m.	58	8.5	3,921	7.9	13,704	7.6	17,683	7.7
5 to 6 p.m.	51	7.5	3,958	8.0	14,065	7.8	18,074	7.8
Sub-total	**254**	**37.1**	**21,078**	**42.5**	**72,417**	**40.2**	**93,749**	**40.7**
6 to 7 p.m.	47	6.9	3,117	6.3	11,179	6.2	14,343	6.2
7 to 8 p.m.	37	5.4	2,331	4.7	8,195	4.6	10,563	4.6
8 to 9 p.m.	31	4.5	1,791	3.6	6,236	3.5	8,058	3.5
9 to 10 p.m.	27	3.9	1,543	3.1	6,067	3.4	7,637	3.3
10 to 11 p.m.	23	3.4	1,277	2.6	4,985	2.8	6,285	2.7
11 to 12 midnight	19	2.8	1,029	2.1	4,086	2.3	5,134	2.2
Sub-total	**184**	**26.9**	**11,088**	**22.4**	**40,748**	**22.6**	**52,020**	**22.6**
Unknown	1	0.1	352	0.7	1,711	1.0	2,064	0.9
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

Table 3.8 | Statutory Holidays, Holiday Weekends – Fatal Collisions, Persons Killed and Injured, 2005

		Drivers		Passengers		Others		Total	
Statutory Holiday*	Number of Fatal Collisions	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	2	2	0	0	0	0	0	2	0
Victoria Day	6	4	4	2	9	0	0	6	13
Canada Day	9	6	4	4	6	0	0	10	10
Civic Holiday (Simcoe Day)	8	6	4	3	3	1	0	10	7
Labour Day	7	6	3	4	3	0	0	10	6
Thanksgiving Day	8	6	3	1	8	1	0	8	11
Christmas/Boxing Day	7	3	5	2	3	3	0	8	8

* Actual length may vary depending on the calendar year. For certain holidays, it might include the whole weekend.

Table 3.9 | Light Condition by Class of Collision, 2005

	Class of Collision							
Light Condition	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Daylight	422	61.7	36,223	73.1	124,226	69.0	160,871	69.9
Dawn	3	0.4	784	1.6	3,312	1.8	4,099	1.8
Dusk	24	3.5	1,465	3.0	5,551	3.1	7,040	3.1
Darkness	235	34.4	11,093	22.4	46,639	25.9	57,967	25.2
Other	0	0.0	19	0.0	262	0.1	281	0.1
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

Table 3.10 | Visibility by Class of Collision, 2005

	Class of Collision							
Visibility	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Clear	553	80.8	39,253	79.2	136,310	75.7	176,116	76.5
Rain	57	8.3	4,875	9.8	17,117	9.5	22,049	9.6
Snow	47	6.9	4,045	8.2	20,449	11.4	24,541	10.7
Freezing Rain	5	0.7	484	1.0	2,402	1.3	2,891	1.3
Drifting Snow	10	1.5	332	0.7	1,416	0.8	1,758	0.8
Strong Wind	4	0.6	147	0.3	451	0.3	602	0.3
Fog, Mist, Smoke, or Dust	7	1.0	310	0.6	1,207	0.7	1,524	0.7
Other	1	0.1	138	0.3	638	0.4	777	0.3
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

3c. The Collision Location

Table 3.11 | Road Jurisdiction by Class of Collision, 2005

	Class of Collision			
Road Jurisdiction	Fatal	Personal Injury	Property Damage	Total
Municipal (Excl. Twp. Rd.)	219	30,310	108,552	139,081
Provincial Highway	189	8,593	31,998	40,780
Township	43	1,598	6,548	8,189
County or District	117	2,806	9,929	12,852
Regional Municipality	112	6,151	22,601	28,864
Federal	2	100	290	392
Other	2	26	72	100
Total	**684**	**49,584**	**179,990**	**230,258**

Table 3.12 | Road Jurisdiction for All Collisions, 1996–2005

	Year										
Road Jurisdiction*	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Total
Municipal	112,980	123,423	123,112	126,063	136,499	143,951	149,533	149,310	139,303	139,081	1,343,255
Provincial	46,867	41,947	33,590	37,139	38,366	36,511	39,579	42,518	40,506	40,780	397,803
Township	9,236	9,557	8,696	8,672	9,844	8,678	9,602	9,146	8,144	8,189	89,764
County or District	8,381	9,574	11,114	11,217	12,847	12,692	13,773	14,200	13,929	12,852	120,579
Regional Municipality	36,738	36,341	36,295	38,360	42,464	31,659	31,628	30,731	29,195	28,864	342,275
Federal	662	504	392	400	439	354	425	423	363	392	4,354
Other	160	154	157	111	171	159	102	135	108	100	1,357
Total	**215,024**	**221,500**	**213,356**	**221,962**	**240,630**	**234,004**	**244,642**	**246,463**	**231,548**	**230,258**	**2,299,387**

* Collisions may not be comparable across the different years due to transfer of highways between jurisdictions.

Table 3.13 | Collision Location by Class of Collision, 2005

	Class of Collision							
Road Location	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Non-intersection	416	60.8	19,148	38.6	82,491	45.8	102,055	44.3
Intersection Related	80	11.7	12,255	24.7	42,376	23.5	54,711	23.8
At Intersection	131	19.2	13,009	26.2	30,996	17.2	44,136	19.2
At/Near Private Drive	40	5.8	4,739	9.6	22,482	12.5	27,261	11.8
At Railway	9	1.3	110	0.2	334	0.2	453	0.2
Underpass or Tunnel	2	0.3	42	0.1	188	0.1	232	0.1
Overpass or Bridge	6	0.9	223	0.4	889	0.5	1,118	0.5
Other	0	0.0	58	0.1	234	0.1	292	0.1
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

Table 3.14 | Road Surface Condition by Class of Collision, 2005

	Class of Collision							
Road Surface Condition	Fatal	%	Personal Injury	%	Property Damage	%	Total	%
Dry	490	71.6	33,911	68.4	113,010	62.8	147,411	64.0
Wet	113	16.5	8,985	18.1	32,579	18.1	41,677	18.1
Loose Snow	29	4.2	2,079	4.2	11,386	6.3	13,494	5.9
Slush	11	1.6	1,272	2.6	5,491	3.1	6,774	2.9
Packed Snow	17	2.5	1,095	2.2	6,556	3.6	7,668	3.3
Ice	19	2.8	1,899	3.8	9,637	5.4	11,555	5.0
Mud	0	0.0	6	0.0	48	0.0	54	0.0
Loose Sand or Gravel	3	0.4	218	0.4	548	0.3	769	0.3
Spilled Liquid	0	0.0	9	0.0	28	0.0	37	0.0
Other	2	0.3	110	0.2	707	0.4	819	0.4
Total	**684**	**100.0**	**49,584**	**100.0**	**179,990**	**100.0**	**230,258**	**100.0**

Place of Collision

4. Place of Collision

This section pinpoints the location of collisions in Ontario and provides a breakdown of the various classes of collision by municipality. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways. Comparing the number of collisions and injuries within specific municipalities over the years can help to highlight areas where trends in road safety change over time. This information helps MTO and local authorities to prioritize their infrastructure projects.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 of this section are not necessarily comparable from year to year. Information about fatality or injury rates per capita and population figures by municipality can be found at the Statistics Canada website at www.statscan.ca.

Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Ontario	**230,258**	**684**	**49,584**	**179,990**	**766**	**71,850**	**8,090,678**
Blind River T	19	0	6	13	0	6	
Elliot Lake C	29	0	5	24	0	7	
Huron Shores M	4	1	1	2	1	1	
Michipicoten TP	1	0	0	1	0	0	
Sault Ste. Marie C	1,294	1	261	1,032	1	386	
Provincial Highway	568	7	145	416	8	251	
Other Areas	221	0	49	172	0	69	
Algoma	2,136	9	467	1,660	10	720	109,317
Brantford C	1,744	2	316	1,426	2	439	
Provincial Highway	285	2	81	202	2	131	
Other Areas	543	8	128	407	8	190	
Brant	2,572	12	525	2,035	12	760	89,493
Arran-Elderslie M	83	1	20	62	1	31	
Brockton M	281	1	53	227	1	86	
Huron-Kinloss TP	177	0	35	142	0	47	
Kincardine M	157	0	26	131	0	34	
Saugeen Shores T	119	1	21	97	2	38	
South Bruce Peninsula T	57	0	14	43	0	23	
Provincial Highway	203	1	37	165	1	56	
Other Areas	215	2	39	174	2	55	
Bruce	1,292	6	245	1,041	7	370	63,301
Provincial Highway	196	1	48	147	2	71	
Other Areas	1,328	13	316	999	13	443	
Chatham-Kent	1,524	14	364	1,146	15	514	87,065
Cochrane T	78	0	19	59	0	24	

Continued on next page

Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Hearst T	45	0	8	37	0	12	
Iroquois Falls T	32	0	4	28	0	5	
Kapuskasing T	58	0	16	42	0	19	
Smooth Rock Falls T	2	0	0	2	0	0	
Timmins C	629	2	145	482	2	219	
Provincial Highway	373	2	79	292	2	128	
Other Areas	234	1	46	187	1	65	
Cochrane	1,451	5	317	1,129	5	472	82,337
Amaranth TP	80	0	20	60	0	34	
East Garafraxa TP	62	1	14	47	1	22	
East Luther Grand Valley TP	31	0	3	28	0	7	
Melancthon TP	59	0	10	49	0	17	
Mono T	123	3	28	92	4	48	
Mulmur TP	75	0	16	59	0	25	
Orangeville T	303	0	51	252	0	64	
Shelburne T	44	1	10	33	1	13	
Provincial Highway	188	2	49	137	2	83	
Other Areas	321	3	70	248	3	111	
Dufferin	1,286	10	271	1,005	11	424	42,310
Ajax T	1,111	2	174	935	2	246	
Brock TP	111	2	13	96	2	21	
Clarington M	739	3	161	575	3	246	
Oshawa C	2,170	4	451	1,715	4	655	
Pickering C	1,297	5	202	1,090	5	290	
Scugog TP	302	2	60	240	2	91	
Uxbridge TP	252	6	61	185	6	78	
Whitby T	1,350	4	245	1,101	4	365	
Provincial Highway	1,974	8	364	1,602	8	585	
Other Areas	167	0	36	131	0	43	
Durham	9,473	36	1,767	7,670	36	2,620	389,592
Aylmer T	77	1	10	66	1	15	
Bayham M	92	3	19	70	4	35	
Central Elgin M	190	2	44	144	2	67	
Dutton-Dunwich M	53	0	5	48	0	9	
Malahide TP	125	3	35	87	3	59	

Continued on next page

Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		
		Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Southwold TP	75	1	21	53	1	30	
St. Thomas C	404	0	101	303	0	141	
West Elgin M	58	1	9	48	1	14	
Provincial Highway	190	3	36	151	3	53	
Other Areas	149	1	28	120	1	33	
Elgin	1,413	15	308	1,090	16	456	69,761
Amherstburg T	227	2	55	170	2	93	
Essex T	223	3	41	179	3	47	
Kingsville T	223	0	70	153	0	102	
Lakeshore T	393	9	112	272	10	168	
LaSalle T	193	1	43	149	2	65	
Leamington M	461	1	82	378	1	128	
Tecumseh T	303	0	70	233	0	117	
Windsor C	4,694	4	982	3,708	4	1,352	
Provincial Highway	305	5	81	219	5	137	
Other Areas	148	0	36	112	0	52	
Essex	7,170	25	1,572	5,573	27	2,261	265,281
Central Frontenac TP	67	0	16	51	0	22	
Frontenac Islands TP	16	1	3	12	1	7	
Kingston C	1,696	5	362	1,329	5	500	
North Frontenac TP	29	0	5	24	0	6	
South Frontenac TP	233	3	44	186	3	63	
Provincial Highway	362	2	91	269	2	137	
Other Areas	104	1	29	74	1	38	
Frontenac	2,507	12	550	1,945	12	773	102,427
The Blue Mountains T	87	0	10	77	0	14	
Chatsworth TP	69	0	11	58	0	18	
Georgian Bluffs TP	54	2	12	40	2	17	
Grey Highlands M	83	0	15	68	0	17	
Hanover T	119	0	22	97	0	33	
Meaford M	139	0	31	108	0	46	
Owen Sound C	310	0	80	230	0	112	
Southgate TP	67	0	12	55	0	18	
West Grey M	326	1	65	260	2	103	
Provincial Highway	374	2	68	304	3	122	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Other Areas	277	3	49	225	3	69	
Grey	1,905	8	375	1,522	10	569	71,630
Provincial Highway	238	5	64	169	10	104	
Other Areas	1,366	10	307	1,049	11	424	
Haldimand-Norfolk	1,604	15	371	1,218	21	528	93,751
Algonquin Highlands TP	7	0	2	5	0	2	
Dysart et al TP	134	0	19	115	0	24	
Highlands East M	2	0	1	1	0	3	
Minden Hills TP	72	1	9	62	1	13	
Provincial Highway	224	3	38	183	4	57	
Other Areas	139	1	20	118	1	52	
Haliburton	578	5	89	484	6	151	19,963
Burlington C	2,257	3	515	1,739	3	690	
Halton Hills T	645	2	147	496	3	222	
Milton T	891	1	220	670	1	321	
Oakville T	2,032	3	378	1,651	3	517	
Provincial Highway	2,382	4	470	1,908	7	712	
Other Areas	81	0	9	72	0	11	
Halton	8,288	13	1,739	6,536	17	2,473	309,441
Hamilton C	8,680	18	1,784	6,878	18	2,566	
Provincial Highway	1,099	4	250	845	8	407	
Other Areas	0	0	0	0	0	0	
Hamilton	9,779	22	2,034	7,723	26	2,973	298,080
Bancroft T	88	2	15	71	3	24	
Belleville C	985	1	218	766	1	322	
Centre Hastings M	35	1	4	30	1	5	
Deseronto T	12	0	5	7	0	7	
Madoc TP	11	0	5	6	0	6	
Marmora and Lake M	36	0	7	29	0	10	
Stirling-Rawdon TP	47	0	8	39	0	13	
Tweed M	58	0	15	43	0	36	
Tyendinaga TP	62	1	15	46	1	28	
Provincial Highway	662	3	150	509	4	233	
Other Areas	732	1	180	551	1	273	
Hastings	2,728	9	622	2,097	11	957	110,425

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Ashfield-Colborne-Wawanosh TP	54	0	10	44	0	15	
Bluewater M	1	0	0	1	0	0	
Central Huron M	19	0	4	15	0	5	
Goderich T	51	0	11	40	0	15	
Howick TP	48	0	6	42	0	8	
Huron East M	63	0	8	55	0	8	
Morris-Turnberry M	57	0	10	47	0	12	
North Huron TP	16	0	3	13	0	3	
South Huron M	3	0	0	3	0	0	
Provincial Highway	190	3	41	146	4	67	
Other Areas	471	3	83	385	3	135	
Huron	973	6	176	791	7	268	49,737
Kawartha Lakes C	1,098	7	224	867	8	305	
Provincial Highway	282	6	64	212	6	121	
Other Areas	6	0	1	5	0	3	
Kawartha Lakes	1,386	13	289	1,084	14	429	67,039
Dryden C	140	0	19	121	0	25	
Kenora C	352	0	42	310	0	58	
Red Lake M	17	0	1	16	0	1	
Sioux Lookout M	53	0	7	46	0	9	
Provincial Highway	813	5	135	673	6	209	
Other Areas	147	3	22	122	4	40	
Kenora	1,522	8	226	1,288	10	342	51,769
Brooke-Alvinston TP	29	0	8	21	0	11	
Dawn-Euphemia TP	27	0	8	19	0	19	
Enniskillen TP	59	0	12	47	0	22	
Petrolia T	29	0	6	23	0	8	
Plympton-Wyoming T	96	3	27	66	3	53	
Point Edward V	23	0	4	19	0	6	
Sarnia C	961	3	191	767	3	263	
St. Clair TP	4	0	0	4	0	0	
Warwick TP	42	0	5	37	0	9	
Provincial Highway	254	2	57	195	2	94	
Other Areas	334	2	75	257	2	106	
Lambton	1,858	10	393	1,455	10	591	98,590

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Beckwith TP	74	0	7	67	0	12	
Carleton Place T	72	0	13	59	0	23	
Drummond-North Elmsley TP	147	1	22	124	2	37	
Lanark Highlands TP	153	2	19	132	2	31	
Mississippi Mills T	132	0	23	109	0	31	
Montague TP	56	0	10	46	0	13	
Perth T	185	0	38	147	0	52	
Smiths Falls ST	204	0	30	174	0	36	
Tay Valley TP	1	0	0	1	0	0	
Provincial Highway	215	1	36	178	2	64	
Other Areas	203	1	39	163	1	65	
Lanark	1,442	5	237	1,200	7	364	54,685
Athens TP	32	0	5	27	0	9	
Augusta TP	113	1	12	100	1	16	
Brockville C	413	0	84	329	0	115	
Edwardsburgh/Cardinal TP	89	0	16	73	0	19	
Elizabethtown-Kitley TP	142	0	24	118	0	38	
Front of Yonge TP	13	0	2	11	0	3	
Gananoque ST	50	0	12	38	0	14	
Merrickville-Wolford V	49	0	9	40	0	9	
North Grenville M	210	2	38	170	3	49	
Prescott ST	88	0	20	68	0	22	
Rideau Lakes TP	111	0	18	93	0	26	
Provincial Highway	689	2	143	544	2	231	
Other Areas	275	1	50	224	1	75	
Leeds & Grenville	2,274	6	433	1,835	7	626	82,795
Addington Highlands TP	21	0	5	16	0	6	
Greater Napanee T	231	0	54	177	0	77	
Loyalist TP	121	0	19	102	0	31	
Stone Mills TP	97	4	14	79	4	22	
Provincial Highway	245	3	48	194	3	79	
Other Areas	23	0	5	18	0	9	
Lennox & Addington	738	7	145	586	7	224	30,689
Central Manitoulin TP	7	0	1	6	0	2	
Provincial Highway	207	2	32	173	2	42	

Continued on next page

Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Other Areas	131	1	27	103	1	36	
Manitoulin	345	3	60	282	3	80	13,490
Adelaide-Metcalfe TP	69	2	14	53	2	29	
London C	7,212	12	1,704	5,496	13	2,399	
Lucan Biddulph TP	21	0	5	16	0	7	
Middlesex Centre TP	245	2	64	179	2	100	
North Middlesex M	2	0	0	2	0	0	
Southwest Middlesex M	41	1	13	27	1	19	
Strathroy-Caradoc TP	261	1	58	202	1	85	
Provincial Highway	456	5	105	346	6	170	
Other Areas	553	9	144	400	11	228	
Middlesex	8,860	32	2,107	6,721	36	3,037	273,000
Bracebridge T	211	0	33	178	0	45	
Georgian Bay TP	32	0	7	25	0	11	
Gravenhurst T	139	0	35	104	0	46	
Huntsville T	295	0	45	250	0	56	
Lake of Bays TP	35	0	8	27	0	10	
Muskoka Lakes TP	131	3	21	107	3	38	
Provincial Highway	667	7	118	542	9	170	
Other Areas	99	0	12	87	0	15	
Muskoka	1,609	10	279	1,320	12	391	60,937
Fort Erie T	412	0	102	310	0	161	
Grimsby T	255	2	52	201	2	74	
Lincoln T	260	0	66	194	0	96	
Niagara Falls C	1,563	1	287	1,275	1	378	
Niagara-on-the-Lake T	215	1	55	159	3	78	
Pelham T	205	1	56	148	1	83	
Port Colborne C	184	1	35	148	1	40	
St. Catharines C	2,091	5	339	1,747	5	454	
Thorold C	253	1	52	200	1	77	
Wainfleet TP	76	1	16	59	1	23	
Welland C	651	2	141	508	2	188	
West Lincoln TP	174	3	35	136	3	52	
Provincial Highway	1,322	4	343	975	6	537	
Other Areas	141	0	16	133	0	26	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Niagara	7,810	22	1,595	6,193	26	2,267	306,080
Bonfield TP	7	0	0	7	0	0	
East Ferris TP	22	0	5	17	0	7	
Mattawa T	14	1	3	10	1	4	
North Bay C	755	0	136	619	0	184	
West Nipissing M	79	0	12	67	0	13	
Provincial Highway	631	11	136	484	15	209	
Other Areas	95	1	26	68	1	47	
Nipissing	1,603	13	318	1,272	17	464	74,496
Alnwick-Haldimand TP	76	1	16	59	1	24	
Brighton M	91	0	8	83	0	15	
Cobourg T	267	0	58	209	0	75	
Cramahe TP	47	0	8	39	0	9	
Hamilton TP	96	1	24	71	1	38	
Port Hope M	189	2	41	146	2	62	
Trent Hills M	73	0	10	63	0	18	
Provincial Highway	393	2	91	300	2	136	
Other Areas	203	1	42	160	1	63	
Northumberland	1,435	7	298	1,130	7	440	69,152
Ottawa C	13,175	17	2,770	10,388	19	3,848	
Provincial Highway	1,426	9	273	1,144	9	361	
Other Areas	0	0	0	0	0	0	
Ottawa	14,601	26	3,043	11,532	28	4,209	470,262
East Zorra-Tavistock TP	38	1	11	26	1	14	
Ingersoll T	114	0	20	94	0	23	
Tillsonburg T	186	1	39	146	1	57	
Woodstock C	507	0	110	397	0	168	
Zorra TP	182	3	33	146	3	48	
Provincial Highway	408	2	108	298	2	183	
Other Areas	430	5	105	320	5	168	
Oxford	1,865	12	426	1,427	12	661	82,771
McDougall M	22	0	8	14	0	9	
Nipissing TP	7	1	1	5	1	2	
Parry Sound T	120	0	18	102	0	23	
Perry TP	10	0	2	8	0	7	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Powassan M	16	0	4	12	0	6	
Provincial Highway	682	6	138	538	6	206	
Other Areas	177	1	31	145	1	39	
Parry Sound	1,034	8	202	824	8	292	50,612
Brampton C	5,975	13	832	5,130	13	1,179	
Caledon T	1,065	11	202	852	13	313	
Mississauga C	7,859	16	1,195	6,648	18	1,642	
Provincial Highway	3,544	8	602	2,934	9	892	
Other Areas	490	0	27	463	0	38	
Peel	18,933	48	2,858	16,027	53	4,064	706,710
North Perth T	160	0	25	135	0	36	
Perth East TP	159	3	42	114	4	66	
Perth South TP	110	0	29	81	0	54	
St. Mary's ST	55	0	7	48	0	10	
Stratford C	460	0	110	350	0	165	
West Perth M	92	2	20	70	2	29	
Provincial Highway	173	2	50	121	3	98	
Other Areas	83	0	19	64	0	26	
Perth	1,292	7	302	983	9	484	56,576
Asphodel-Norwood TP	53	1	11	41	1	14	
Cavan-Millbrook-N. Monaghan TP	111	1	31	79	2	51	
Douro-Dummer TP	87	1	11	75	2	18	
Galway-Cavendish-Harvey TP	113	2	28	83	2	46	
Havelock-Belmont-Methuen TP	54	0	6	48	0	10	
North Kawartha TP	35	0	8	27	0	15	
Otonabee-South Monaghan TP	107	1	18	88	1	34	
Peterborough C	723	2	418	303	2	624	
Smith-Ennismore-Lakefield TP	235	2	53	180	2	73	
Provincial Highway	364	0	78	286	0	119	
Other Areas	44	2	6	36	2	9	
Peterborough	1,926	12	668	1,246	14	1,013	103,446
Alfred and Plantagenet TP	104	0	24	80	0	36	
Casselman V	35	0	2	33	0	5	
Clarence-Rockland C	223	0	54	169	0	89	
East Hawkesbury TP	46	1	13	32	1	16	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Hawkesbury T	194	0	34	160	0	45	
The Nation M	221	0	49	172	0	62	
Russell TP	120	0	35	85	0	45	
Provincial Highway	229	1	62	166	1	103	
Other Areas	155	2	40	113	2	53	
Prescott & Russell	1,327	4	313	1,010	4	454	78,054
Provincial Highway	55	1	13	41	1	22	
Other Areas	424	1	75	348	1	100	
Prince Edward	479	2	88	389	2	122	21,972
Atikokan TP	31	0	3	28	0	4	
Fort Frances T	160	0	23	137	0	34	
Provincial Highway	322	1	49	272	1	77	
Other Areas	57	1	6	50	1	9	
Rainy River	570	2	81	487	2	124	22,285
Admaston-Bromley TP	25	0	5	20	0	6	
Arnprior T	92	0	26	66	0	32	
Bonnechere Valley TP	1	0	0	1	0	0	
Brudenell, Lyndoch and Raglan TP	20	0	1	19	0	2	
Deep River T	18	0	3	15	0	5	
Greater Madawaska TP	2	0	1	1	0	1	
Horton TP	49	2	8	39	2	16	
Laurentian Hills T	22	0	3	19	0	7	
Laurentian Valley TP	106	1	24	81	1	35	
McNab-Braeside TP	72	0	18	54	0	25	
North Algona Wilberforce TP	28	0	6	22	0	7	
Pembroke C	224	0	49	175	0	63	
Petawawa T	107	0	19	88	0	26	
Renfrew T	151	1	22	128	1	30	
Whitewater Region TP	1	0	0	1	0	0	
Provincial Highway	534	6	115	413	8	192	
Other Areas	375	2	60	313	2	84	
Renfrew	1,827	12	360	1,455	14	531	89,92
Adjala-Tosorontio TP	163	1	26	136	1	41	
Barrie C	2,102	4	448	1,650	4	664	
Bradford West Gwillimbury T	392	0	73	319	0	95	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

		Class of Collision			Persons		
Place of Collision	Total Collisions	Fatal	Personal Injury	Property Damage	Killed	Injured	Motor Vehicle Registrations*
Clearview TP	329	1	77	251	1	139	
Collingwood T	294	0	43	251	0	55	
Essa TP	228	3	39	186	3	75	
Innisfil T	439	3	108	328	3	159	
Midland T	230	0	41	189	0	56	
New Tecumseth T	350	1	90	259	1	121	
Orillia C	487	0	106	381	0	149	
Oro-Medonte TP	77	0	18	59	0	24	
Penetanguishene T	49	0	15	34	0	21	
Ramara TP	127	4	37	86	5	52	
Severn TP	101	1	27	73	1	38	
Tay TP	133	1	24	108	1	39	
Tiny TP	117	0	33	84	0	41	
Wasaga Beach T	173	0	36	137	0	47	
Provincial Highway	1,915	14	383	1,518	15	595	
Other Areas	641	2	157	482	3	236	
Simcoe	8,347	35	1,781	6,531	38	2,647	329,345
Cornwall C	854	1	218	635	1	296	
North Dundas TP	26	0	6	20	0	8	
North Glengarry TP	163	0	40	123	0	76	
North Stormont TP	60	0	10	50	0	13	
South Dundas TP	15	0	3	12	0	3	
South Glengarry TP	115	2	23	90	2	37	
South Stormont TP	99	1	10	88	1	16	
Provincial Highway	364	0	86	278	0	147	
Other Areas	247	0	47	200	0	72	
Stormont, Dundas & Glengarry	1,943	4	443	1,496	4	668	88,061
Chapleau TP	12	0	0	12	0	0	
Espanola T	37	0	5	32	0	5	
French River M	6	0	1	5	0	3	
Greater Sudbury C	2,065	7	530	1,528	7	727	
Markstay-Warren M	7	0	0	7	0	0	
Provincial Highway	713	4	227	482	5	381	
Other Areas	394	1	111	282	2	153	
Sudbury	3,234	12	874	2,348	14	1,269	167,108

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Greenstone M	16	0	2	14	0	3	
Manitouwadge TP	16	0	0	16	0	0	
Marathon T	25	0	4	21	0	5	
Nipigon TP	11	0	2	9	0	2	
Oliver Paipoonge M	41	0	6	35	0	14	
Shuniah TP	18	0	1	17	0	1	
Terrace Bay TP	7	0	1	6	0	2	
Thunder Bay C	2,177	3	455	1,719	3	642	
Provincial Highway	1,051	4	188	859	8	279	
Other Areas	132	0	20	112	0	24	
Thunder Bay	3,494	7	679	2,808	11	972	136,262
Englehart T	10	0	2	8	0	3	
Kirkland Lake T	92	0	16	76	0	20	
Temiskaming Shores C	78	2	9	67	2	18	
Provincial Highway	324	2	74	248	2	118	
Other Areas	128	1	23	104	1	40	
Timiskaming	632	5	124	503	5	199	35,275
Toronto C	44,783	52	11,693	33,038	59	16,620	
Provincial Highway	8,697	12	1,811	6,874	13	2,644	
Other Areas	0	0	0	0	0	0	
Toronto	53,480	64	13,504	39,912	72	19,264	1,147,567
Cambridge C	2,237	5	514	1,718	5	718	
Kitchener C	3,635	6	802	2,827	6	1,155	
North Dumfries TP	139	0	42	97	0	69	
Waterloo C	1,819	0	391	1,428	0	545	
Wellesley TP	60	2	16	42	2	42	
Wilmot TP	180	0	50	130	0	70	
Woolwich TP	351	2	87	262	2	156	
Provincial Highway	1,102	3	275	824	4	430	
Other Areas	71	0	9	62	0	12	
Waterloo	9,594	18	2,186	7,390	19	3,197	320,065
Centre Wellington TP	329	2	52	275	2	83	
Erin T	153	1	33	119	1	48	
Guelph C	1,391	2	504	885	2	722	
Guelph/Eramosa TP	197	0	40	157	0	55	

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Table 4.1 | Place of Collision – Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2005 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations*
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Mapleton TP	122	2	25	95	3	40	
Minto T	92	0	13	79	0	25	
Puslinch TP	242	2	38	202	2	54	
Wellington North TP	128	0	21	107	0	41	
Provincial Highway	755	1	170	584	1	295	
Other Areas	171	1	20	150	1	29	
Wellington	3,580	11	916	2,653	12	1,392	145,002
Aurora T	431	0	85	346	0	118	
East Gwillimbury T	358	3	93	262	4	131	
Georgina T	432	3	105	324	3	160	
King TP	395	2	74	319	2	117	
Markham T	3,331	4	512	2,815	5	729	
Newmarket T	881	4	168	709	4	253	
Richmond Hill T	2,160	2	342	1,816	2	484	
Vaughan C	3,775	11	589	3,175	11	865	
Whitchurch Stouffville T	237	2	45	190	3	64	
Provincial Highway	2,135	6	491	1,638	6	748	
Other Areas	404	0	60	344	0	75	
York	14,539	37	2,564	11,938	40	3,744	602,747

* This number matches the vehicle population in Table 5.5; however, it does not include 20,357 vehicles that are not associated with a county or region in Ontario.

Legend:
C = City
T = Town
TP = Township
M = Municipality
ST = Separated Town
V = Village

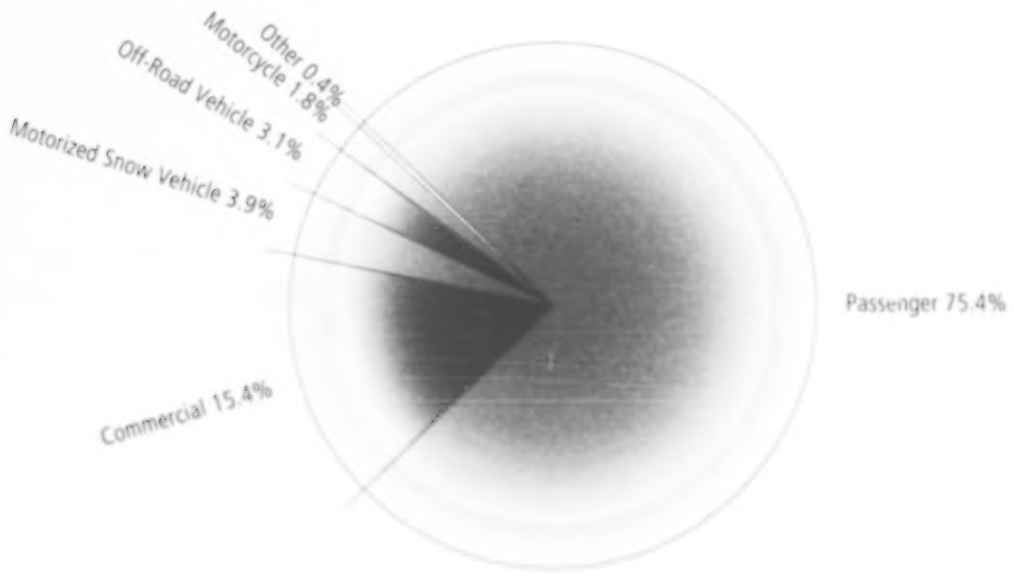
Other Areas:
Includes jurisdictions with less than 1,500 population and/or experienced amalgamations/annexation, or name change after 1992.

The Vehicle

5. The Vehicle

This section examines vehicles involved in motor vehicle collisions in Ontario. Passenger vehicles made up about 76 per cent of all vehicles on Ontario's roads and close to 70 per cent of all vehicles involved in motor vehicle collisions. In 2005, of all motor vehicles involved in collisions, about 1.2 per cent had apparent mechanical defects.

Figure 5 | Vehicle Population by Vehicle Class in Ontario, 2005



5a. Vehicles in Collisions

Table 5.1 | Vehicles Involved in Collisions, 2005

	Number of Vehicles Involved in Collisions			
Type of Vehicle	Fatal	Personal Injury	Property Damage	Total
Passenger Car	650	64,412	228,877	293,939
Passenger Van	98	9,594	32,316	42,008
Motorcycle & Moped	82	1,543	726	2,351
Pick-up Truck	140	7,264	28,285	35,689
Delivery Van	22	1,244	4,995	6,261
Tow Truck	1	152	448	601
Truck	120	2,922	14,203	17,245
Bus	8	781	2,430	3,219
School Vehicle	4	230	1,147	1,381
Off-Road Vehicle	4	35	48	87
Snowmobile	2	33	46	81
Snow Plow	0	12	97	109
Emergency Vehicle	2	462	1,561	2,025
Farm Vehicle	2	55	141	198
Construction Equipment	1	42	235	278
Motor Home	2	15	94	111
Railway Train	8	25	40	73
Street Car	0	95	317	412
Bicycle	27	2,929	557	3,513
Other	0	1	2	3
Other Non-Motor Vehicle	0	75	131	206
Unknown	7	903	12,203	13,113
Total	**1,160**	**92,624**	**328,699**	**422,903**

Table 5.2 | Condition of Vehicle by Class of Collision, 2005

	Class of Collision			
Condition of Vehicle	Fatal	Personal Injury	Property Damage	Total
No Apparent Defect	1,118	89,636	297,195	387,949
Service Brakes Defective	1	38	123	162
Steering Defective	0	11	52	63
Tire Puncture or Blow Out	0	28	83	111
Tire Tread Insufficient	4	6	27	37
Headlamps Defective	1	1	10	12
Other Lamps or Reflectors Defective	0	1	4	5
Engine Controls Defective	0	7	15	22
Wheels or Suspension Defective	0	7	14	21
Vision Obscured	1	9	25	35
Trailer Hitch Defective	0	2	1	3
Other Defects	15	446	3,760	4,221
Unknown	40	2,612	27,590	30,247
Total	**1,180**	**92,824**	**329,099**	**422,863**

Table 5.3 | Model Year of Vehicle by Class of Collision, 2005

	Class of Collision			
Model Year of Vehicle	Fatal	Personal Injury	Property Damage	Total
2006	6	704	2,794	3,504
2005	84	5,540	21,650	27,274
2004	75	6,531	24,973	31,579
2003	83	7,385	27,978	35,446
2002	88	6,936	25,886	32,910
2001	81	6,449	24,037	30,567
2000	105	7,312	26,894	34,311
1999	94	5,981	21,857	27,932
1998	73	5,935	21,059	27,067
1997	66	5,439	18,163	23,668
1996 and earlier	382	29,342	93,228	122,952
Unknown	43	5,270	20,380	25,693
Total	**1,180**	**92,824**	**328,899**	**422,903**

Table 5.4 | Insurance Status of Vehicle by Class of Collision, 2005

	Class of Collision			
Insurance	Fatal	Personal Injury	Property Damage	Total
Insured	1,129	86,669	306,659	394,457
Not Insured	15	853	1,570	2,438
Unknown	36	5,302	20,670	26,008
Total	**1,180**	**92,824**	**328,899**	**422,903**

5b. Putting the Vehicle in Context

Table 5.5 | Vehicle Population by Type of Vehicle, 2005

Vehicle Class	Vehicle Population
Passenger	6,114,758
Motorcycle	145,194
Moped	2,536
Commercial*	1,189,442
Bus	21,930
School Bus	8,526
Motorized Snow Vehicle	317,254
Off-Road Vehicle	254,653
Road Building Machinery	512
Permanent Apparatus	2,812
Farm Trucks	53,418
Total	**8,111,035**

* Includes vehicles registered under the PRORATE-P program (60,477 vehicles).

Table 5.6 | Selected Types of Vehicles by Model Year, 2005

	Model Years											
Vehicle Class	2006	2005	2004	2003	2002	2001	2000	1999	1998	1997	1996+	Total
Passenger	141,089	481,265	433,706	521,418	495,261	440,271	487,169	390,586	397,398	358,430	1,968,165	6,114,758
Motorcycle	884	10,572	11,487	14,529	11,334	10,556	9,763	6,534	4,276	3,503	61,756	145,194
Moped	54	505	146	79	145	420	141	60	8	12	966	2,536
Commercial*	27,807	86,733	87,805	91,107	77,799	74,897	89,924	80,268	78,468	65,282	486,094	1,246,184
Bus	908	2,225	2,812	2,179	1,922	2,256	2,604	2,338	1,946	1,492	9,774	30,456
Motorized Snow Vehicle	5,468	7,867	8,757	9,358	10,655	7,570	10,464	11,194	13,922	12,790	219,209	317,254
Off-Road Vehicle	3,450	19,621	24,264	20,023	15,979	18,530	15,097	10,430	7,068	5,045	115,146	254,653
Total	**179,660**	**608,788**	**568,977**	**658,693**	**613,095**	**554,500**	**615,162**	**501,410**	**503,086**	**446,554**	**2,861,110**	**8,111,035**

* Includes vehicles registered under the PRORATE-P program (60,477 vehicles).

Table 5.7 | Vehicle Damage Level, 2005

	Class of Collision			
Damage	Fatal	Personal Injury	Property Damage	Total
None	74	8,732	19,243	28,049
Light	129	23,840	137,774	161,743
Moderate	121	24,615	98,027	122,763
Severe	185	20,811	31,668	52,664
Demolished	634	9,840	6,138	16,612
Unknown	37	4,986	36,049	41,072
Total	**1,180**	**92,824**	**328,899**	**422,903**

Vehicle Damage

None: No visible damage.

Light: Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

Moderate: Unsafe conditions result from damage. Vehicle must be repaired to make its condition meet requirements of law. Vehicle can be driven off road or limited distance, but doing so would be unsafe.

Severe: Vehicle cannot be driven. Requires towing. Would normally be repaired.

Demolished: Vehicle damaged to the extent that repairs would not be economically viable.

Special Vehicles

6. Special Vehicles

This section takes a look at vehicles of special interest and includes motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.

The ministry is continuously monitoring the safety of special vehicle types.

6a. Motorcycles

Table 6.1 Motorcyclists* Killed and Injured, 1996–2005

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
1996	27	1,006	2	244
1997	36	993	2	255
1998	32	1,068	3	263
1999	38	1,115	3	223
2000	37	1,161	1	257
2001	49	1,166	3	318
2002	35	1,161	3	311
2003	46	1,087	6	268
2004	44	1,107	3	297
2005	68	1,206	6	362

* Excludes hangers on, moped drivers and passengers.

Table 6.2 Selected Factors Relevant to Fatal Motorcycle Collisions, 2005

	%
Factors (not mutually exclusive)	
Unlicensed Motorcycle Drivers	3
Under 25 Years Old	24
Alcohol Used	
Ability Impaired – Alcohol Over .08	16
Had Been Drinking	9
Unknown	3
Helmet Not Worn (Fatalities)	14
Motorcycle Driver Error	
Speed Too Fast/Lost Control	53
Other Error	15
Single Vehicle Collisions	41
Day/Night	70/30
Weekend	55

6b. School Vehicles

Table 6.3 Pupils Transported Daily, and Total Number of School Vehicles Involved in Collisions, School Years, 2000/2001–2004/2005

School Year	Pupils Transported Daily	Total Number of Collisions
2000/2001	778,108	1,084
2001/2002	708,294	1,015
2002/2003	721,680	1,283
2003/2004	685,325	1,239
2004/2005*	n/a	1,186

* Data from Ministry of Education not available

Table 6.4 School Vehicle by Type and by Nature of Collision, 2004/2005

	Nature of Collision					
School Vehicle Type	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage	Total Number of Collisions	Five Year Total (2000/2001–2004/2005)
School Bus	1	67	97	926	1,091	5,172
School Van	0	8	12	25	45	260
Other School Vehicles	0	2	3	45	50	375
Total	**1**	**77**	**112**	**996**	**1,186**	**5,807**

Table 6.5 Pupil Injury by Collision Event and Vehicle Type, 2004/2005 (Number of Persons)

	Collision Event									
	Crossing Road		Within School Vehicle		Other		Total		Five Year Total (2000/2001–2004/2005)	
School Vehicle Type	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	2	0	174	0	1	0	177	1	640
School Van	0	0	0	5	0	0	0	5	0	26
Other School Vehicles	0	0	0	1	0	0	0	1	1	11
Total	**0**	**2**	**0**	**180**	**0**	**1**	**0**	**183**	**2**	**677**

6c. Trucks

Table 6.6 Number of Persons Killed in Collisions Involving Trucks, 2001–2005

	Persons Killed in Truck Collisions			
Year	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2001	39	27.3	143	16.9
2002	66	38.6	171	19.6
2003	51	32.9	155	18.7
2004	55	34.8	158	19.8
2005	34	27.2	125	16.3
Total	**245**	**32.2**	**752**	**18.3**

Table 6.7 Number of Large Trucks in All Classes of Collisions, 2005

	Class of Collision			
Truck Types	Fatal	Personal Injury	Property Damage	Total
Straight Truck	33	1,227	5,899	7,159
Straight Truck & Trailer	10	115	493	618
Tractor Only	8	525	3,058	3,591
Tractor & Semi-Trailer	59	855	3,693	4,607
"A-C" Train Double	2	10	58	70
"B" Train Double	4	39	113	156
Other/Unknown	5	303	1,337	1,645
Total	**121**	**3,074**	**14,651**	**17,846**

Table 6.8 Registered Trucks, 2005

Driver Licence Required	Registered Trucks
G	1,058,500
D	65,097
A*	183,034**
Total	**1,306,631**

* Tractor/trailer combination only

** Includes vehicles registered under the PRORATE-P program (60,477 vehicles).

Table 6.9 Selected Factors Relevant to Fatal Large Truck Collisions, 2005

Factors in Fatal Collisions:	%
Drivers	
Alcohol Involved	3
Driving Properly	70
Collisions	
Single Vehicle	22
Weather Condition – Clear	77
Daylight	72
Vehicles	
Vehicle Defect Present*	3

* Excludes unknown category.

6d. Off-Road Vehicles

Table 6.10 Drivers of Off-Road Vehicles* Killed and Injured by Collision Location, 2001–2005

	Killed					Injured				
Location	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
On-Highway	1	10	6	7	9	87	103	93	122	114
Off-Highway	8	9	3	7	11	87	99	101	100	109
Total	**9**	**19**	**9**	**14**	**20**	**174**	**202**	**194**	**222**	**223**

* Beginning with the 2004 ORSAR, ATV statistics include victims of all "on-highway" collisions, and not only HTA reportable collisions. As a result, statistics are not comparable with those provided in previous editions of ORSAR.

Table 6.11a Passengers of Off-Road Vehicles* Killed and Injured by Collision Location, 2001–2005

	Killed					Injured				
Location	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
On-Highway	0	1	0	0	0	54	69	62	64	51
Off-Highway	0	0	0	2	0	45	56	55	63	51
Total	**0**	**1**	**0**	**2**	**0**	**99**	**125**	**117**	**127**	**102**

Table 6.11b Pedestrians Killed and Injured Relating to Off-Road Vehicles* by Collision Location, 2001–2005

	Killed					Injured				
Location	2001	2002	2003	2004	2005	2001	2002	2003	2004	2005
On-Highway	0	0	0	0	0	5	2	5	3	8
Off-Highway	0	0	0	1	0	3	5	2	6	2
Total	**0**	**0**	**0**	**1**	**0**	**8**	**7**	**7**	**9**	**10**

* Beginning with the 2004 ORSAR, ATV statistics include victims of all "on-highway" collisions, and not only HTA reportable collisions. As a result, statistics are not comparable with those provided in previous editions of ORSAR.

Table 6.12 Registered Off-Road Vehicles, 2001–2005

Year	Vehicles Registered
2001	169,987
2002	189,180
2003	211,073
2004	232,200
2005	254,653

Table 6.13 Selected Factors Relevant to All Off-Road Vehicle Collisions, 2005

Factors	%
Drivers Under 25 Years of Age	44
Alcohol Used	19
Speeding	18
Helmet Not Worn	41
Daytime	72
Two-Wheeled	16
Three-Wheeled	6
Four-Wheeled	78

6e. Motorized Snow Vehicles

Table 6.14 Drivers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons, 2000/2001–2004/2005

	Killed					Injured				
Location	00/01	01/02	02/03	03/04	04/05	00/01	01/02	02/03	03/04	04/05
On-Highway	3	4	4	4	7	47	65	73	50	55
Off-Highway	32	11	26	24	16	343	142	161	131	178
Total	**35**	**15**	**30**	**28**	**23**	**390**	**207**	**234**	**181**	**233**

* Beginning with the 2004 ORSAR, snow vehicle statistics include victims of all "on-highway" collisions, and not only HTA reportable collisions. As a result, statistics are not comparable with those provided in previous editions of ORSAR.

Table 6.15a Passengers of Motorized Snow Vehicles* Killed and Injured by Collision Location – Riding Seasons, 2000/2001–2004/2005

	Killed					Injured				
Location	00/01	01/02	02/03	03/04	04/05	00/01	01/02	02/03	03/04	04/05
On-Highway	2	0	0	0	0	44	41	36	28	33
Off-Highway	1	1	2	1	0	83	86	79	59	79
Total	**3**	**1**	**2**	**1**	**0**	**127**	**127**	**115**	**87**	**112**

Table 6.15b Pedestrians Killed and Injured Relating to Motorized Snow Vehicles* by Collision Location – Riding Seasons, 2000/2001–2004/2005

	Killed					Injured				
Location	00/01	01/02	02/03	03/04	04/05	00/01	01/02	02/03	03/04	04/05
On-Highway	1	0	0	0	0	10	2	8	4	0
Off-Highway	0	1	2	1	2	11	2	4	7	8
Total	**1**	**1**	**2**	**1**	**2**	**21**	**4**	**12**	**11**	**8**

* Beginning with the 2004 ORSAR, snow vehicle statistics include victims of all "on-highway" collisions, and not only HTA reportable collisions. As a result, statistics are not comparable with those provided in previous editions of ORSAR.

Table 6.16 Registered Motorized Snow Vehicles, 2001–2005

Year	Registered Motorized Snow Vehicles
2001	334,129
2002	321,582
2003	331,704
2004	321,445
2005	317,254

Table 6.17 All Motorized Snow Vehicle Collisions, 2004/2005

Factors	%
Unlicensed Operators	9
Rider Error; Speed Too Fast	33
Alcohol Used	16
Surface Condition; Icy or Packed Snow	52

6f. Bicycles

Table 6.18 Bicyclists Killed and Injured, 2001–2005

	Drivers		Passengers	
Year	Killed	Injured	Killed	Injured
2001	16	2,349	0	254
2002	13	2,478	0	241
2003	13	2,398	0	243
2004	19	2,526	0	288
2005	21	2,449	0	361

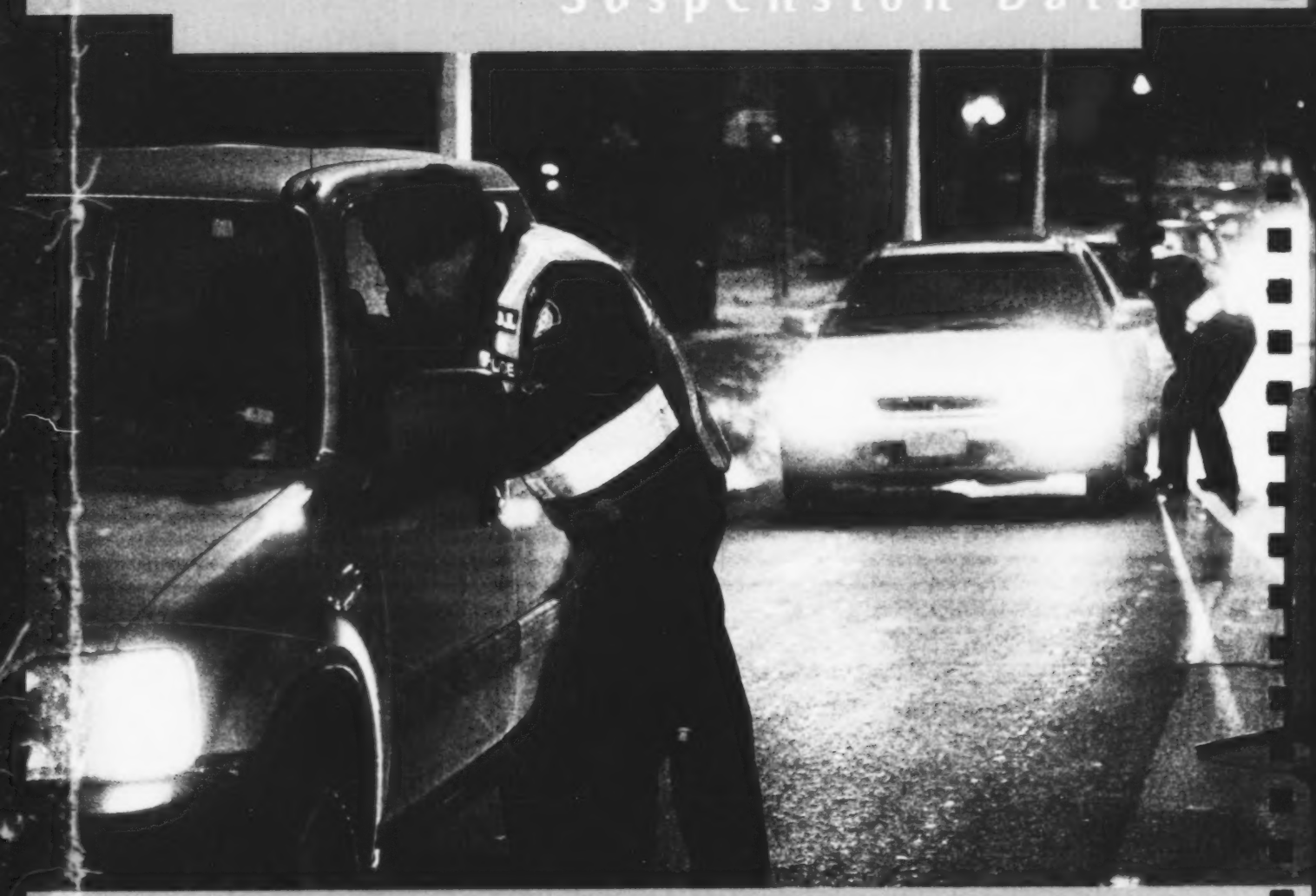
Table 6.19 Age of Bicyclists Involved in Collisions by Light Condition, 2005

	Age Groups						
Light Condition	0–5	6–15	16–30	31–60	61+	UK	Total
Daylight	1	39	166	252	32	2,443	2,933
Dawn	0	1	4	4	1	33	43
Dusk	0	4	7	14	2	79	106
Dark	0	9	42	50	6	321	428
Other	0	0	1	0	0	1	2
Unknown	0	0	0	0	0	0	0
Total	**1**	**53**	**220**	**320**	**41**	**2,877**	**3,512**

Table 6.20 Selected Factors Relevant to All Bicycle Collisions, 2005

Factors	%
Driving Properly (Bicyclist)	46
Driving Properly (Motor Vehicle Driver)	48
Intersection Related	66
Going Ahead (Bicyclist)	82
Alcohol Related (Bicyclist)	3
No Apparent Vehicle Defect (Bicycle)	89
Clear Visibility	92
Weekend	18

Conviction, Offence and Suspension Data



7 Conviction, Offence and Suspension Data

This section takes a look at conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and offence data and by conviction type. A record of the total number of Administrative Driver Licence Suspensions (immediate 90-day suspensions for failing or refusing a roadside breath test) issued since the program began in 1998 is also included.

In 2005, more than 90 per cent of motor vehicle convictions were related to Highway Traffic Act (HTA) offences and only about 1.3 per cent were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, fail to remain). Motor vehicle-related convictions for Criminal Code of Canada offences declined slightly between 2004 and 2005.

Figure 7 Motor Vehicle Convictions in Ontario by Type, 2005

Others 0.3%
Regulations under the HTA 0.9%
Criminal Code of Canada 1.3%
Out of Province Exchange (HTA) 1.7%
Motor Vehicle Collision Claim / Compulsory Insurance Act 5.6%
Highway Traffic Act 90.2%

7a. Conviction Data

Table 7.1 Summary of Motor Vehicle Related Convictions, 2005

Convictions*	Number
Highway Traffic Act	1,137,141
Regulations under the HTA	10,829
Criminal Code of Canada**	16,786
Municipal By-Law***	1
Motor Vehicle Collision Claim/Compulsory Insurance Act	70,094
Motorized Snow Vehicles Act	2,217
Off-Road Vehicles Act	1,533
Out-of-Province Exchange (HTA)	22,055
Others****	443
Total	**1,261,099**

* Includes manually recorded convictions.
** This figure does not include 500 convictions for young offenders under the Criminal Code.
*** In previous years, a large portion of convictions under HTA regulations were allocated to convictions under Municipal By-Law.
**** Others may include acts not listed above, such as Fuel Tax Act, Truck Transport Act, Dangerous Goods Act and Motor Vehicle Transportation Act.

Table 7.2 Motor Vehicle Convictions Related to the Highway Traffic Act, 2005

Convictions	Number
Equipment	21,628
Administrative*	153,906
Seat Belt (Driver & Passenger)**	55,811
Other Non-Pointable Convictions ***	53,758
Speeding	722,509
Other Pointable Convictions (2–4 pts)	110,563
Other Pointable Convictions (5–7 pts)	9,377
Driving While Suspended	9,589
Total	**1,137,141**

* Non-moving, weight, vehicle registration, licence renewal, etc..
** Failure to wear seat belt convictions registered against passengers over 16 are no longer included.
*** Now includes some out-of-province convictions.

Table 7.3 Motor Vehicle Convictions Related to the Criminal Code, 2005*

Convictions	Number
Alcohol Related**	12,797
Criminal Negligence	29
Fail to Remain at Collision	542
Fail to Stop for Police Officer	429
Driving While Disqualified	1,823
Dangerous Driving	1,166
Motor Manslaughter	0
Total	**16,786**

* Does not include 500 convictions for young offenders.
** Includes some out-of-province convictions.

7b. Offence Data

Table 7.4 Number of Convicted Drivers* with Criminal Code of Canada Offences, 2000–2005

Conviction Type	2000	2001	2002	2003	2004	2005
Criminal Negligence	20	31	26	22	10	7
Fail to Remain	656	623	616	570	515	298
Dangerous Driving	1,073	1,154	1,098	1,115	1,001	674
Impaired Driving	9,264	8,856	8,146	7,203	6,186	4,059
Blood/Alcohol Over .08	7,169	7,166	6,395	5,531	4,926	3,044
Fail to Provide Breath Sample	1,313	1,365	1,217	1,129	953	500
Driving While Disqualified	2,005	1,812	1,769	1,784	1,683	1,215
Motor Manslaughter	0	0	0	0	0	1
Undefined	0	212	415	469	403	314
Total	**21,500**	**21,219**	**19,682**	**17,823**	**15,677**	**10,112**

* The same driver can be represented in this table more than once.
As of April 1, 2006, there were 10,112 Criminal Code offences recorded for 2005. The 2005 breakdown will be updated in the 2006 annual report to accommodate the lag time in the recording of offences (offences are only recorded upon conviction).

Table 7.5 Administrative Driver Licence Suspensions, Monthly Suspensions Issued, 1998–2005*

Suspensions	1998	1999	2000	2001	2002	2003	2004	2005
January	1,337	1,352	1,550	1,500	1,416	1,349	1,203	1,330
February	1,471	1,567	1,487	1,450	1,452	1,391	1,501	1,330
March	1,608	1,664	1,662	1,874	1,683	1,566	1,400	1,424
April	1,681	1,592	1,799	1,816	1,574	1,412	1,494	1,393
May	1,801	1,763	1,634	1,752	1,756	1,578	1,528	1,468
June	1,665	1,531	1,646	1,768	1,811	1,608	1,391	1,366
July	1,665	1,720	1,854	1,795	1,712	1,589	1,483	1,531
August	1,750	1,660	1,808	1,699	1,675	1,639	1,476	1,317
September	1,609	1,570	1,699	1,837	1,720	1,498	1,385	1,386
October	1,663	1,839	1,724	1,691	1,671	1,568	1,555	1,450
November	1,617	1,686	1,624	1,790	1,668	1,591	1,377	1,315
December	1,810	1,760	1,879	1,986	1,792	1,578	1,468	1,645
Total	**19,677**	**19,704**	**20,366**	**20,958**	**19,930**	**18,367**	**17,261**	**16,955**

* Adminstrative Driver Licence Suspension (ADLS) began on November 29, 1996.
See Appendix for more explanation of ADLS.

7c. Suspension Data

Table 7.6 Demerit Point Suspensions by Driver Age, 2005

	Demerit Point Suspensions				
Driver Age	Probationary	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	1	0	0	0
17	0	19	0	0	0
18	0	172	6	3	0
19	0	334	15	16	0
20–24	0	1,257	137	369	24
25–34	0	500	77	485	52
35–44	0	143	24	271	30
45–54	0	48	7	138	8
55–64	0	18	3	50	3
65–74	0	4	1	10	1
75 +	0	0	0	2	0
Total	**0**	**2,496**	**270**	**1,344**	**118**

Appendix

8a. Glossary

Ability Impaired – Alcohol:

Driving while one's ability is impaired by alcohol or driving with a blood alcohol concentration exceeding 80 milligrams in 100 millilitres of blood.

Administrative Driver's Licence Suspension (ADLS):

This program, designed to reduce drinking and driving, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver (a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood or (b) the driver failed or refused to provide a breath or blood sample.

Alcohol Involved:

This category includes both drivers reported as ability impaired by alcohol and drivers reported as "had been drinking".

Class G1 Driver's Licence:

A holder of a Class G1 driver's licence:

- must have a zero blood alcohol concentration while driving;
- must have only one passenger in the front seat. That person, the accompanying driver, must be a fully licensed driver (Class A, B, C, D, E, F or G) with at least four years driving experience. That person's blood alcohol concentration must be less than .05;
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway;
- must limit the number of back seat passengers they carry to the number of seat belts in the back seat of the vehicle;
- must not drive between the hours of midnight and 5 a.m.;
- may drive Class G vehicle only.

Level One lasts 12 months, but that time can be reduced to eight months by completing an approved driver education course. For information about approved courses, call ServiceOntario at 1-800-268-4686. At the end of the level, drivers must pass a road test before proceeding to Level Two.

Class G2 Driver's Licence:

A holder of a Class G2 driver's licence:

- must have a zero blood alcohol concentration while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence (e.g., an automobile) on the road;
- must limit the number of passengers they carry to the number of seat belts in the vehicle;
- during the first 6 months on G2, a driver under the age of 20 driving between midnight and 5 a.m. must restrict the number of teenage passengers to one when driving without an accompanied full "G" driver; after 6 months of driving at the G2 level, the number of teenage passengers can't exceed three (since 2005).

Level Two lasts 12 months. After completing this level, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

Class M1 Motorcycle Driver's Licence:

A holder of a Class M1 motorcycle driver's licence:

- allows the holder to operate a motorcycle, limited-speed motorcycle (motor scooter) or motor-assisted bicycle (moped) for the purposes of training;
- must have a zero blood alcohol content while driving;
- is only allowed to drive during daylight hours (one-half hour before sunrise to one-half hour after sunset);
- is only allowed to drive on roads with speed limits of 80 km/h or less, except where there is no other route to take;
- Class M1 Motorcycle Driver's Licence holders may drive on highways 11, 17, 61, 69, 71, 101, 102, 144, and 655;
- may not carry passengers.

Level One lasts at least 60 days, and the licence is valid for 90 days. Level One drivers must pass the M1 road test before proceeding to Level Two. Alternatively, during Level One, they may take an approved motorcycle or motor scooter safety course that includes a road test, instead of the ministry road test.

Class M2 Motorcycle Driver's Licence:

A holder of a Class M2 motorcycle driver's licence:

- must have a zero blood alcohol concentration while driving.

After completing Level Two, drivers will be eligible to take a comprehensive test to qualify for full licence privileges.

Class M2/M with L Condition:

- A Class M2 or M with L Condition is a motorcycle licence that restricts the licence holder to operating mopeds or limited-speed motorcycles.

Conviction:

Registered when a person pleads guilty to, or is found guilty of, an offence related to a motor vehicle under any Act of the Ontario Legislature or its accompanying regulations, under the Parliament of Canada or any accompanying order, or under any municipal by-law.

Driver:

Unless specified otherwise, any person, whether licensed or not, considered to be in care and control of a vehicle at the time of a collision.

Had Been Drinking:

Driving after having consumed an amount of alcohol not considered sufficient to be legally impaired or with a measured blood alcohol count of greater than zero but less than 80 milligrams per 100 millilitres of blood. Blood alcohol concentration between .05 and .08 results in a 12-hour automatic driver licence suspension.

Hanger-on:

Hangers-on are persons hanging onto a moving motor vehicle's fenders, bumpers, doors or other parts of the vehicle and not located inside; e.g., riding in back of pick-up.

Highway:

A common and public highway, street, avenue, etc., any part of which is intended for public use or used by the general public for the passage of vehicles and including the area between the property lines.

Kilometres Travelled:

Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Total litres sold were converted to kilometers travelled based on a conversion factor of 22.0 kilometres per gallon. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

Limited-Speed Motorcycle (Motor Scooter):

A limited-speed motorcycle is also known as a "motor scooter." Motor scooters can be either electric or gas powered with a "step through" design and have a maximum speed of 70 km/h. Most motor scooters have automatic transmissions, with a maximum engine displacement of 50 cubic centimetres.

Major Injury:

A non-fatal injury severe enough to require that the injured person be admitted to hospital, even if for observation only.

Minimal Injury:

A non-fatal injury, including minor abrasions and bruises, which does not necessitate the injured person going to a hospital.

Minor Injury:

A non-fatal injury requiring medical treatment at a hospital emergency room, but not requiring hospitalization of the involved person.

Motor-Assisted Bicycle (Moped):

A motor-assisted bicycle is also known as a "moped." Mopeds have pedals that can be operated at all times. Mopeds can be either electric or piston powered and have a maximum speed of 50 km/h.

Mopeds have a piston displacement of not more that 50 cubic centimetres.

Motor Vehicle Collision:

Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

Off-Highway Collisions:

An off-highway collision involving any of the motorized vehicles which are covered by legislation under the Highway Traffic Act, the Motorized Snow Vehicles Act, and the Off-Road Vehicles Act.

On-Highway Collisions:

A motor vehicle collision which occurs on the highway between the property lines.

Pedestrian:

Any person not riding in or on a vehicle involved in a motor vehicle collision.

Fatal Collision:

A motor vehicle collision in which at least one person sustains bodily injuries resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision, for up to one year after the collision. Since that date, only deaths occurring within 30 days of the collision have been included.

Personal Injury Collision:

A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

Property Damage Collision:

A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property* including damage to the motor vehicle or its load.

Reportable Collision:

Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.*

Self-Reporting of a Collision:

Under the Highway Traffic Act [s.199 (1.1)], when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

Suspension:

Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

* The minimum reportable level for property damage only collisions rose from $200 to $400 on January 1, 1978 and rose again to $700 on January 1, 1985. As of January 1, 1998, the minimum reportable level for property damage only collision is $1,000.

8b. Acknowledgements

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Corporate Planning Branch
Strategic Planning and Information

Ministry of Health and Long-Term Care

Information Planning and Evaluation Branch

Knowledge Management Unit

Ministry of Finance

Ministry of Education

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